

Latitude 38

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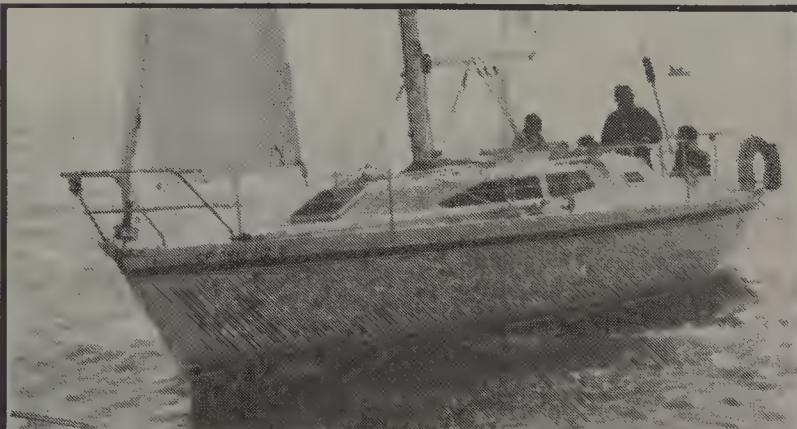


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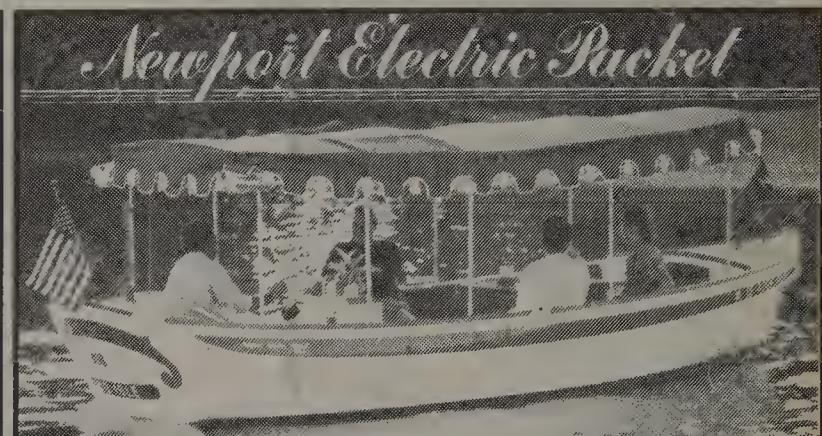
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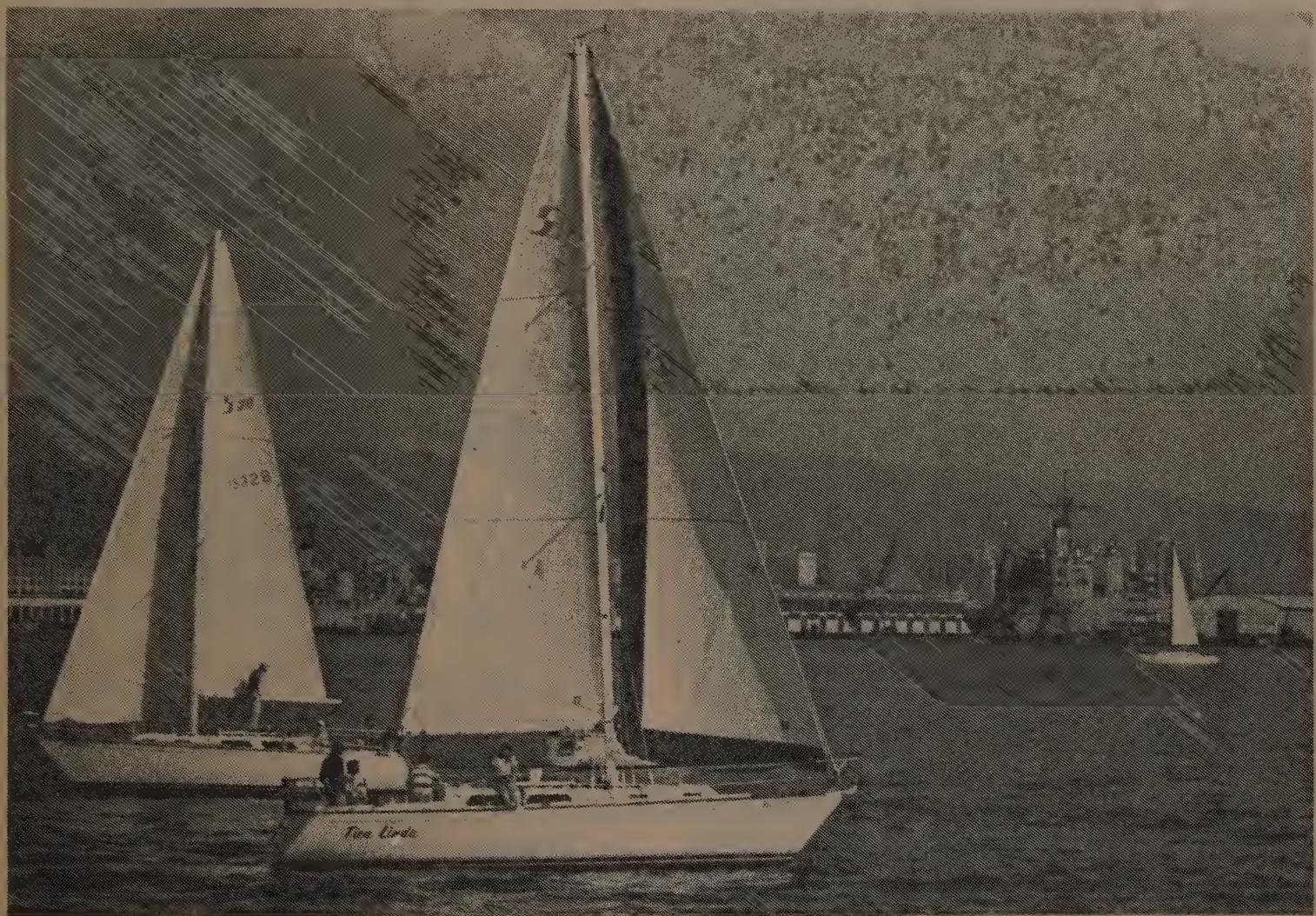
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SEE OUR BROKERAGE SPECIALS ON PAGE 45

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Every year the Sabre owners in the Bay Area get together for the San Francisco Sabre World Cup, the kind of race we all enjoy — congenial, sportive — ending in dinner and entertainment for all the competitors.

The current champion is "Tica Linda," which means pretty lady, a Sabre 34 owned by Allen Beales. Allen's choice of boat and selection of sails — mainsail, furling jib and furling genoa from Pineapple Sails — reflect his appreciation for fine quality and superior performance. "Tica Linda" is equipped to cruise through the fleet.

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Pineapple Sails!

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Sails in need of repair may be dropped off at:
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*Powered by Pineapples

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- Get a true sailaway yacht including electronics, VHF, Roller furling, self-tailing winches, stove, anchor and safety package, full commissioning, and more at tremendous BOAT SHOW SAVINGS!
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Yes you can come to Passage Yachts and know that you will get the best service and the largest selection of new sailboats in Northern California, the best financing packages, and the best value for your money.

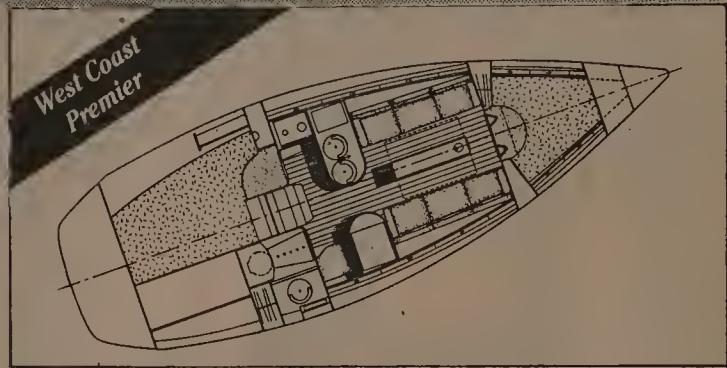


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First 32s5. Introductory price \$69,950.

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Passport Yachts & Mason Yachts. The world's finest custom cruising yachts.

We handle all the details for the construction of your ultimate world cruiser from the custom interior layout and rigging plans to full outfitting. Choose the traditional beauty and grace of a Mason 34, 44, 54 or 64 or the contemporary style and elegance of a Passport 37, 40, 41, 42, 44, 47, 49 or 51. Either way you get impeccable workmanship, attention to detail and quality at a very reasonable price.



Passport 42



Mason 44

See all these models at the Northern California Boat Show April 15-April 23:
BENETEAU FIRST 235, 285, 32s5, 35s5, 405, 41s5, 51 • OCEANIS 350, 390, 430, 500
MASON 34, 44, 54, 64 • PASSPORT 37, 40, 41, 42, 44, 47, 49, 51 • PEARSON 27, 31, 33, 34, 36, 37, 39

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BUYERS - We find the right boat for you.

82' Motorsailer	250,000
57' Steel, Abeking & Rasmussen	225,000
54' S&S Aluminum	250,000
51' Beneteau	299,000
47' Passport	220,000
48' Island Trdr Kelch	149,000
44' Peterson, ctr cockpit	125,000
*43' Gulfstar. Ctr. cockpit (2)	108,500
42' Pearson 424 Ketch	112,000
41' C&C, Race equipped	130,000
*41' Whitby Caribe	45,000
41' Newport	78,000
*40' Columbia	48,500
40' Passport	127,000
40' Beneteau 405, 1986	119,000
40' Hunter	89,500
40' Olson	139,000
38' Ericson, Loaded	110,000
38' C&C Landfall, Loaded	76,500
38' Farallone Clipper	35,000
*38' Peterson cold mold	75,000
38' Hinkley	88,000
37' Express	(2) 99,000
37' Endeavor	64,500
37' Ranger	42,000
*36' Islander	(2) 49,500
36' Custom, Kauri	99,000
36' Cheoy Lee, Luders	49,000
35' Beneteau	58,000
35' Santana	54,950
35' Niagra	77,900
*34' Wylie	48,000
*34' C&C	59,000
34' Pearson	68,000
*34' Peterson	34,000
*33' Aphrodite 101	35,000
*33' Pearson, 1987	67,500
33' Dehler	65,000
*33' Ranger, Harken Furling	34,500
*33' Morgan, Diesel, Wheel	38,000
*33' Aphrodite	35,000
*32' Beneteau 325	88,000
*30' Pearson	(2) 20,800
*30' Catalina	(3) 28,500
*30' Island Bahama	Offers
*30' Cal 3-30	24,950
*30' Baba	59,000
*30' Newport MKII	35,000
*29' Ranger	21,000
*29' Cal 2-29, Diesel	22,300
*28' Pearson	31,500
28' Islander 28, Diesel	29,750
*27' Catalina 27, Mint	15,900
*27' Cal 2-27	(3) 21,000
*28' Pearson	18,200
*28' Int'l Folkboat	10,000

I.O.R. Racing Yachts

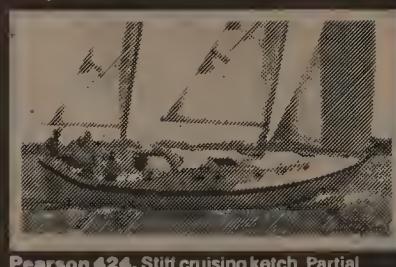
40' Beneteau, "Jazz" 1984	115,000
40' "Pendragon" 1985	225,000
40' Nelson/Marek 1985	225,000
42' "Sprint II" 1987	200,000
43' Frers "Shockwave"	200,000
43' Frers "Abduction"	155,000
45' Frers "Camouflage"	200,000
48' Frers "Golden Bear"	150,000
48' "Blade Runner" 1985	275,000
50' Frers "Fujimo" 1985	485,000
54' Frers "Jubilation"	450,000
55' Nelson/Marek	300,000
55' "Emotional Rescue"	475,000



Pearson 30. Two to choose from. Wheel or Tiller. Top Quality and each in excellent condition. From \$20,800.



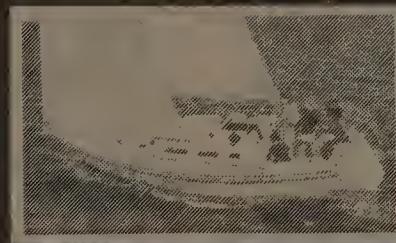
Ranger 33. Harken furling. Auto-pilot. Refrigeration. All lines led aft. Gary Mull design. \$34,500.



Pearson 424. Stiff cruising ketch. Partial list includes radar, furling jib, electric windlass. Splic and span. \$112,000.



Islander Bahama 30. Very clean. Diesel, wheel. Year's free berthing. Offers.



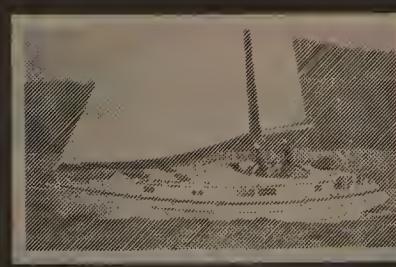
Pearson 33. 1987 Excellent condition at a very attractive price. \$67,500.



Morgan 33. Spacious teak interior. Perkins diesel. Wheel steering. Furling jib. \$38,000.

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Gulfstar 43. Center cockpit cruising vet. Outstanding buy, reduced to \$69,900.

COVER PHOTO: LATITUDE 38/JR
"Zipping Across the Bay"

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Pearson 37. The Pearson 37 defines a whole new level of comfort and ease of handling in a modern performance cruiser. The interior is pure luxury and comfort. Her self-tacking jib, roller furling, and single line reefing makes for effortless sailing! Regular price: \$157,000. Special Boat Show price: \$147,500.



Pearson 31. For quality and features, no 31 foot on the market can beat the Pearson 31. Standards such as harken roller furling, self tailing winches and single line reefing make her a dream to sail. A spacious interior and impeccable workmanship add to an already great value. Regular price: \$77,850. Special Boat Show price: \$72,500.


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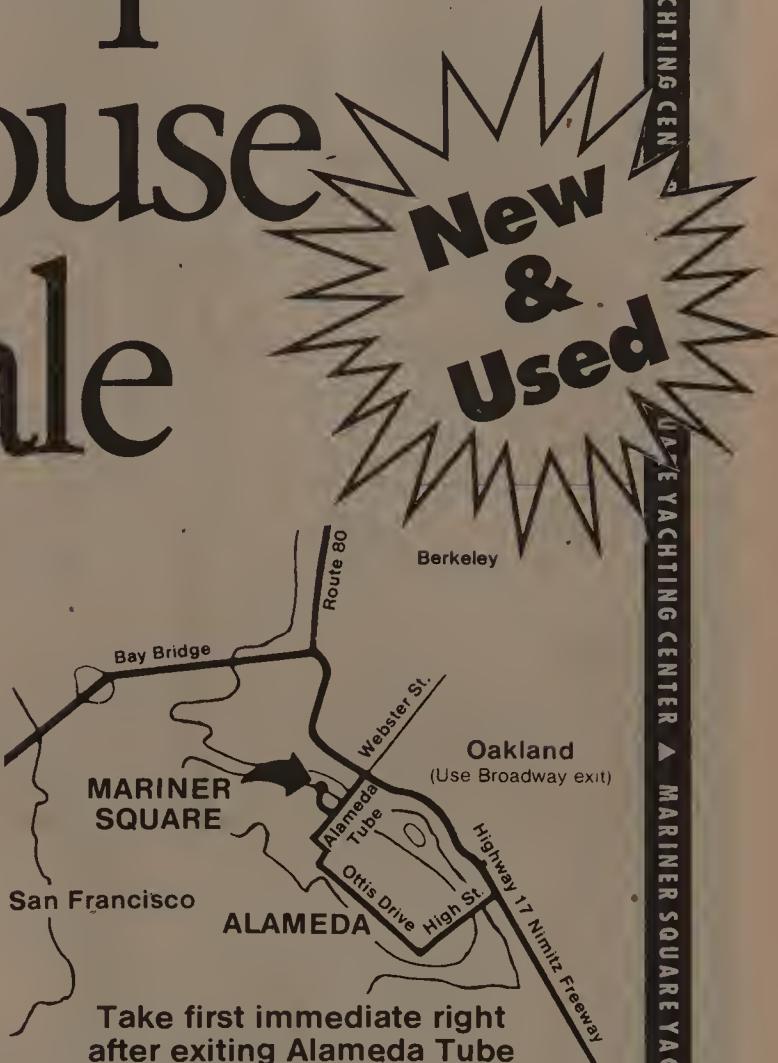
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Our Annual Rites Of Spring

It's another great opportunity that comes once a year to catch some terrific sails and mighty power boats. (over 125 New & Used, to be exact)

For 10 days, we will be open from 11 am to sundown and the admission is free. Stop by. We have enough selection here that'll keep you excited for 10 days or at least until next spring.

April 15-23



Mariner Square Yachting Center

Mariner Square, Alameda, California 94501

THE FOLLOWING PAGES REPRESENT THE DEALERS THAT WILL BE PRESENT AT THE SALE

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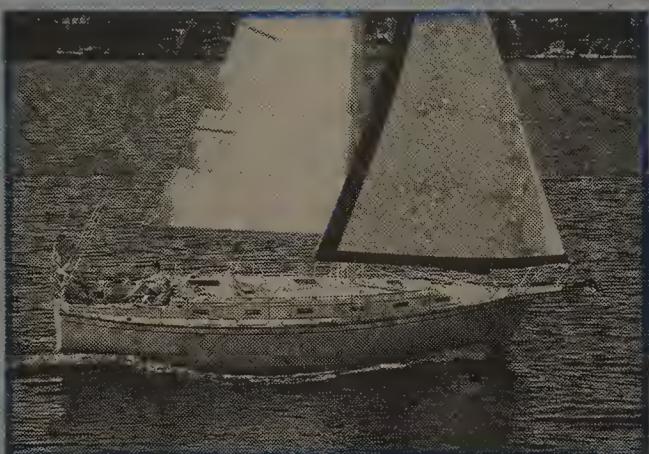
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These would be options on other boats!!

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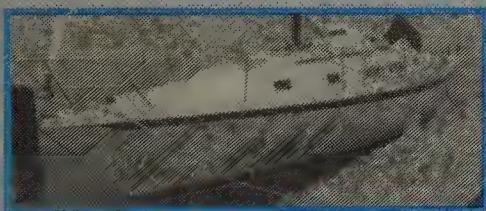
FEATURED YACHT



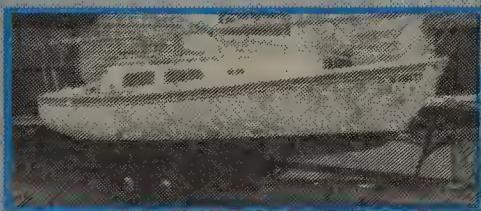
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ERICSON 32
VERY CLEAN
WELL EQUIPPED



BALBOA 26
TRADE-IN
MAKE US AN OFFER



ERICSON 36C
FLUSH DECK OFFSHORE CRUISER
OWNER TRANSFERRED & MUST SELL



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RUGGEDLY BUILT FOR DEEP WATER



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52' IRWIN KETCH	145,000
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33' CRUISERS, INC. 3370	79,950
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ERICSON 32-200

\$63,995

LOA	2 available	32'6"
L-WL		25'10"
Beam		10'10"
Draft		
Deep		6'1/2"
Shoal		4'4"
Wing		4'5"
Displacement		9800#
Ballast		4200#
Auxiliary		Dsl 23 HP
Fuel		22 Gal
Water		30 Gal
Water (Optional)		20 Gal
Masthead Rig		
Total Sail Area		496 Sq Ft
100% Fore Triangle		289 Sq Ft
Main		207 Sq Ft
I		42.0'
J		13.75'
P		36.0'
E		11.5'

Prices and specifications subject to change without notice

ERICSON 34

\$79,950

LOA	3 available	34'10"
LWL		29'0"
Beam		11'4"
Draft		
Deep		6'2"
Shoal		4'11"
Wing		5'0"
Displacement		13000#
Ballast (lead)		5200#
Auxiliary		Dsl 23 HP
Fuel		30 Gal
Water		40 Gal
Water (Optional)		25 Gal
Masthead Rig		
Total Sail Area		595 Sq Ft
100% Fore Triangle		345 Sq Ft
Main		250 Sq Ft

**100% FINANCING/OAC
TRADE-INS ACCEPTED**

ERICSON 38

\$96,495

LOA	2 available	37'8"
LWL		30'6"
Beam		12'
Draft		
Wing		5'0"
Shoal		4'11"
Deep		6'6"
Displacement		15500#
Ballast		6300#
External		5500#
Wing		6400#
Auxiliary		Dsl 3 cyl 32 HP
Water		55 Gal
Water (Optional)		35 Gal
Fuel		54 Gal
Masthead Rig		
Total Sail Area		709 Sq Ft
100% Fore Triangle		406 Sq Ft
Main		303 Sq Ft
I		50.0'
P		43.25'
E		14.0'
J		16.25'



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JEANNEAU 44 SUN MAGIC

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TAYANA 42 Cutter A true bluewater cruiser. A blend of all the best ideas. Strong rugged ultimately safe. Yet trim enough to be a lively performer. Aft cabin, aft cockpit and now the new Pilothouse. Sailaway **\$135,000.** fob Alameda.



TAYANA 37 Cutter In stock a smartly designed tri-cabin liveaboard. Warm and comfortable. 6-ft of hanging closet space. Came and see why more than 600 cruising sailors have chosen the 37 as their home at sea. Our demo boat loaded: **\$106,500.**



TAYANA 52 Cutter Sleek Fast — a Stunning Performer! Robert Perry's best design ever! Aft cabin, aft cockpit . . . from **\$214,000.** ready to go sailing. Rebate savings \$7,000.



TAYANA 47 Cutter New aft cabin design by Robert Perry. We need a demo. Consider a joint venture with us. We will pay a large part of the costs. You can save 70% or more of your boats costs. **\$192,000.** Factory rebate \$7,000.

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NORSEMAN 400 High performance cruising at its best. Fast, Light, Lively the ultimate in offshore design. Lush, Comfortable, Uncompromising, without a doubt the best made. See for yourself why no other boat company can make such claims. Custom interior changes to owner specifications.



US-27 1982. Beautifully maintained, fun to sail, loaded with gear, Volvo dsl engine, a full sail inventory, full spinnaker gear, stiff, roomy Bay cruiser. A steal at \$17,500.



MAPLELEAF 48 Super Buy! Huge boat, new roller furling, autopilot, Combi system, aft cabin, twin cockpits, hord wind screen; full cockpit enclosure, refer. \$119,000.



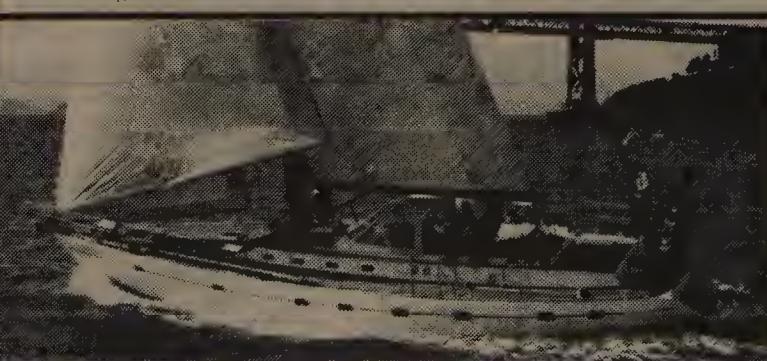
HUDSON 44 KETCH Needs a little work . . . in fact a lot of work. Owner's a little late on the payment . . . in fact, a lot late. In fact, if you wait it won't be here. Try \$59,000.

21'	FREEDOM w hr	12,995
23'	RANGER	5,500
30'	ISLANDER	22,500
31'	MARINER ketch	36,000
31'	SEAFARER new diesel	17,500
31'	RUSTLER full keel	39,995
31'	PEARSON '78	37,500
35'	SANTANA	55,000
36'	CASCADE cruise ready	59,000
37'	TAYANA MKII '85	109,000
39'	ERICSON oct cabin	79,900
40'	NORSEMAN	199,000
40'	VALIANT JPH	129,000
41'	MORGAN	71,500
42'	US-42 PH	114,500
43'	COLUMBIA	74,900
44'	PETERSON aft cabin cutter	120,000

44' HUDSON ketch 79,000
45' DUFOUR M/S 149,000
53' NORSEMAN 637,000
55' TAYANA aft saloon 350,000
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52' TAYANA Cutter, 1984. Robert Perry design. Customized interior, Perkins 72 hp engine, 7-1/2 KW, really loaded. \$190,000.



43' COLUMBIA Sloop. Diesel eng & aux. gen., club jib. The right electronics, the perfect spacious liveaboard! Asking \$75,000.



39' FREEDOM '83 EXPRESS Ketch rigged, carbon fiber masts, 44hp dsl, spacious interior, nice cond, working sails + mizzen stays'l. Asking \$115,000



37' TAYANA 1985 Mark II Cutter. 33 hp dieselaux, aft stateroom, separate shower, dodger, refrig. Sharp. Reduced to \$82,500

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27' DUFOUR '75, diesel auxiliary, 4 sails	\$16,500
27' ERICSON '75,	Inquire
27' BUCCANEER '77, big, spacious, must sell. Try	\$14,950
27' CATALINA 1974's, budget favorites!	\$10,000
28' DUFOUR MEZZO '84, dodger, 4 sails, Loran. Sharp	\$44,900
28' ISLANDER '77, i/b aux., clean, attractive	\$18,750
29' ERICSON '70, dsl aux, spin, digital instruments, digital instruments, more	\$19,950
30' PEARSON '79, dsl aux, furling jib, electronics	\$27,950
30' BABA cutter, '83, dbl end displ cruiser, sharp Offers	
31' PEARSON '79, i/b aux, 4 sails incl spin, fast Try	\$27,500
32' JEANNEAU, '86	Inquire
34' ERICSON '78, new dsl aux, 8 sails, hyd., AP, Loran, loaded Try	\$36,000
36' PEARSON '85, furling jib, dodger, aft cabin, very nice!	\$93,500
38' PEARSON '84, Perkins dsl, 3 sails, roomy	\$109,500
41' C&C Sloop, '84, 11 sails, new rigging full race	\$175,000
42' TAYANA ctr ckpt ctr, '83, beautiful! Try	\$134,500

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Catalina // Morgan

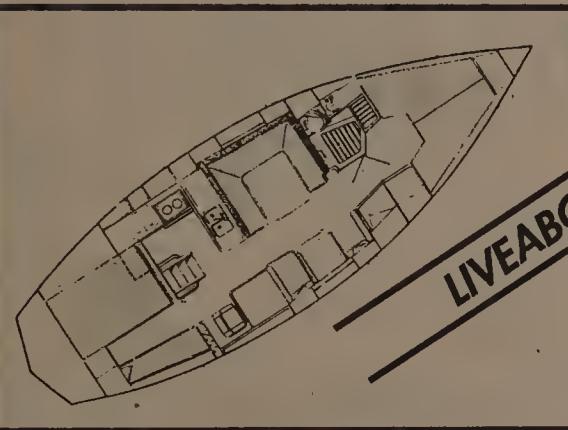
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CATALINA

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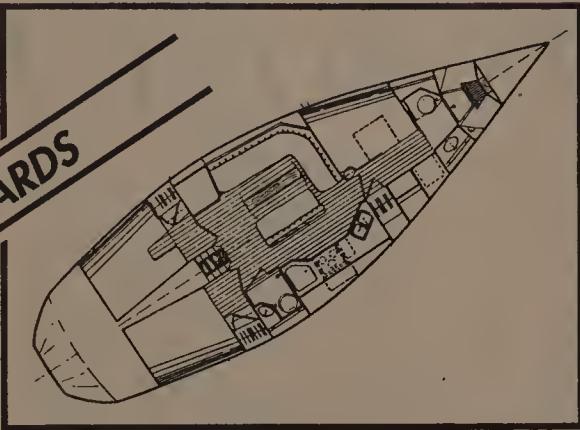
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41 • 44



CATALINA 36

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CATALINA 42

Fast and fun to sail with great interior accommodations. Three staterooms, two heads, large galley and suite. In stock and ready for immediate delivery. \$108,000.

BROKERAGE



1974 CATALINA 27. Main, jib, storm jib, 150 genoa, VHF, KM, DF, cockpit cushions, Atomic 4 i/b; great shape, great starter. \$13,200.



1974 FISHER 37 Loaded with all the best extras, including radar; very clean. \$125,000



PETERSON 39 1979 39-ft Doug Peterson design. IOR boat, lots of gear and sails. Give away at \$47,500.



1976 ERICSON 32 Three headsails, dodger, pedestal, new interior. Clean. \$29,400



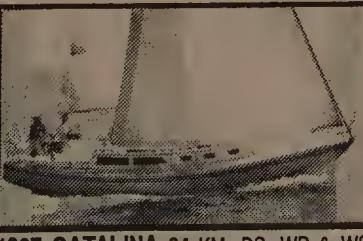
1984 CATALINA 30. Dodger, large diesel, pressure water, pedestal and clean. \$38,995



1987 NOR'SEA 27 I/B diesel, full keel; clean and ready to sail. \$24,500



NAUTICAT 33 Super clean, cruise equipment. \$411,000.



1987 CATALINA 34 KM, DS, WP & WS, spinnaker & gear, furling, i/b dsl. \$59,500



1984 CATALINA 36 Knot, depth, WP & WS, furling, i/b diesel; clean, clean, clean! \$62,995

EAGLE YACHT SALES

SAIL

(3)	CATALINA 22	FROM 3,790
'73	SANTANA 22	6,500
'84	O'DAY	7,945
(2)	RANGER 23	FROM 7,495
'67	O'DAY 23	4,495
(2)	CATALINA 25	FROM 9,995
(3)	CORONADO 25	FROM 4,495
'65	PEARSON 26	9,995
'70	INT'L FOLKBOAT	14,000
(6)	CATALINA 27	FROM 8,995
'73	ERICSON 27	18,500
'69	VEGA 27	14,500
'67	CAL 28	11,500
'71	ERICSON 29	19,995
(3)	CATALINA 30	FROM 27,995
'73	FISHER 30	49,500
'67	COLUMBIA 31	22,500
'70	BRISTOL 33	28,995
'76	CAL 34	38,000
'84	CATALINA 36	59,995
'80	ALLIED 36 KETCH	74,995
'81	CATALINA 38	60,995
'87	MARINER 39	130,000
'82	SWIFT 40 KETCH	94,995
'72	COLUMBIA 43	74,995
POWER		
'87	INTEGRE 46	197,000

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Trailerable
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Listings

FARALLONE YACHT SALES

SAIL

'85	NACRA 5.8	4,500
'65	CAL 20	3,900
'75	COLUMBIA 22 W TRLR	5,500
'76	CATALINA 22 W TRLR	5,500
'75	C&C 24	9,500
(4)	CATALINA 25s	11,400
'80	ERICSON 25	11,400
'76	O'DAY 25	11,400
	525 SANTANA	6,500
(5)	CATALINA 27s	13,200
'79	NOR'SEA 27	27,500
'74	MORGAN 28	22,000
'83	CAPRI 30	20,000
(3)	CATALINA 30s	24,900
'84	JEANNEAU	44,500
'79	PETERSON 34	34,000
'84	FISHER 34	109,000
'77	TAYANA 37	72,000
'81	NIGARA	72,000
'75	FISHER 37	125,000
(3)	CATALINA 38s	58,000
'79	HANS CHRISTIAN 43	139,000
POWER		
'73	LAGUNA 38	79,000

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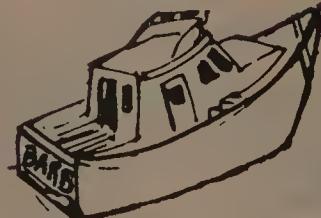
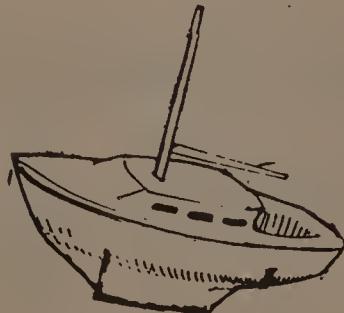
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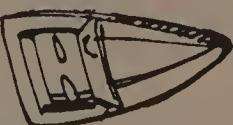
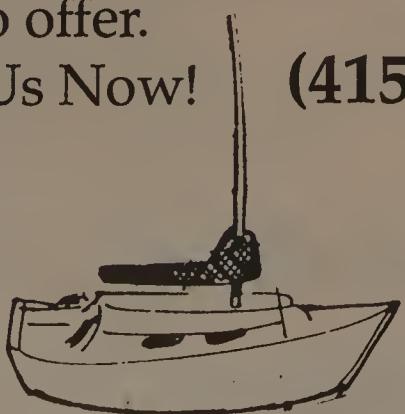
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NON SUCH



 **WHAT A NONSUCH DOES BEST . . . SAIL!**



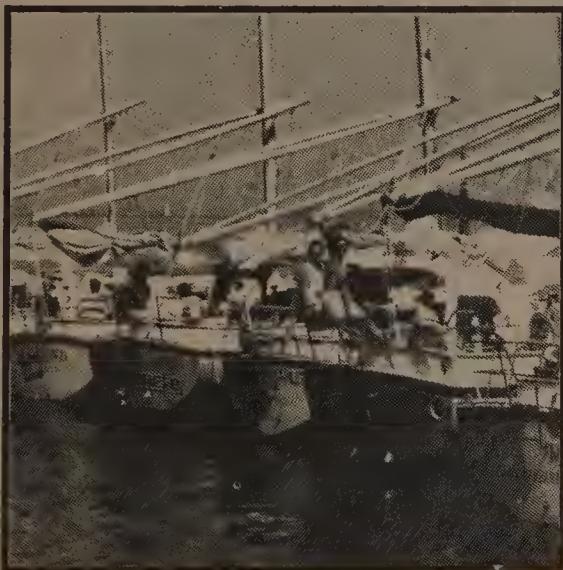
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Nonsuches cruise the world's oceans, win their share of races, sail the coasts and Bay and Delta . . . all with only one hassle-free sail and a full crew of one (or, possibly, two).

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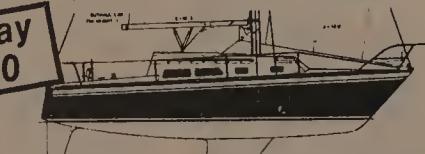
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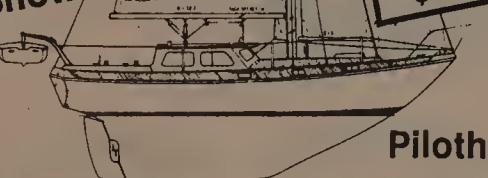
Sail Away
\$45,300



At the
Alameda
Boat Show

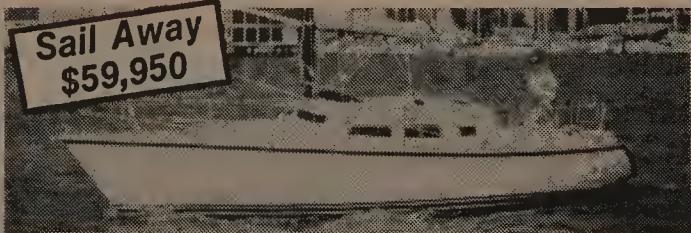
Gulf-32

Sail Away
\$59,900



Pilothouse

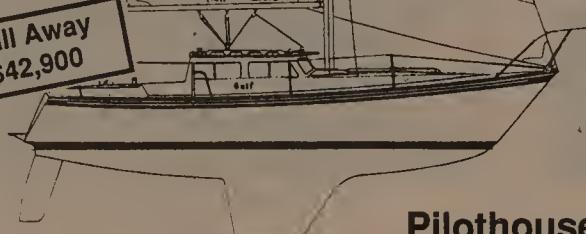
Sail Away
\$59,950



N-33 Pilothouse
NEWEST (1988) ADDITION TO THE FLEET

Gulf-29

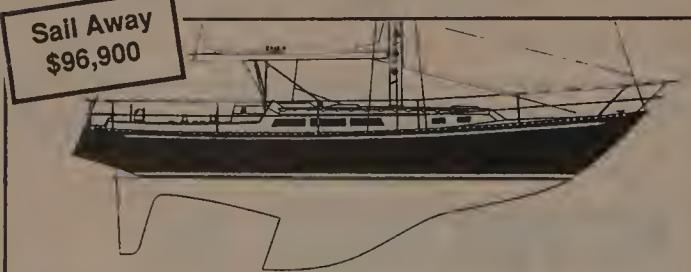
Sail Away
\$42,900



Pilothouse

newport 41-MKII

Sail Away
\$96,900



Sailaway Includes: Full electronics (VHF, depth, knot/log, compass); Sails (main & lapper jib). Ground tackle, pedestal steering, full safety package, shore power, pressure h/c water, shower (except N-28); Freight & commissioning; many additional options and installed customized cabinetry, teak sole.



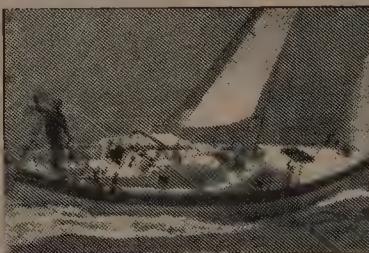
43' PORPOISE
Ketch. Quite possibly the finest 43-footer on the Bay. Nothing spared for ultimate liveaboard comfort, beauty and bluewater cruising. Asking \$135,000



28' NEWPORT II, '81. Diesel, newly refurbished in and out; recent survey. Asking \$18,000.



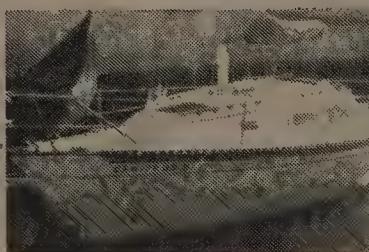
36' UNION POLARIS, '81. Like new, low hours; great liveaboard cruiser. Asking \$80,000.



39' FREYA Cutter, '78. Trans-ocean vet. Recently refurbished (sistership). Asking \$79,000.



30' PEARSON, '73. You should be in such great shape! Asking \$19,500.



28' ISLANDER, '76. Diesel, club jib, four sails, clean. Asking \$21,000.



48' ALL STEEL PH ketch, '81. Pacific veteran, comfortable & USCG approved for 18 guests. Asking \$225,000.

SELECTED SAILBOAT BROKERAGE

25' O'DAY & trailer, '77	\$16,500
27' ERICSON, (3) frm	15,900
27' EXPRESS & trlr, '82	27,000
27' CS sloop, '79	21,900
28' ISLANDER, dsl, '76	21,000
28' NEWPORT, '79	16,000
28' PEARSON, '85	45,000
28' DUFOUR, '84	44,000
30' NEWPORT II, dsl, '79	35,000
30' ERICSON, '80	42,000
30' PEARSON, '73	19,500
32' ERICSON, '72	27,000
32' GULF, '84, loaded	52,000
32' PEARSON 323, '78, dsl	48,000
33' HUNTER, '79	36,000
34' ERICSON, 2 from	37,000
34' HUNTER, '83	51,000
34' PETERSON slp, '82	44,900
35' ERICSON, '79	43,900
36' CHEOY LEE Luders, '76, dsl	49,000
36' YAMAHA slp, '81	79,000
36' ISLANDER, '79, dsl	57,000
36' S-2 (11 meter) slp, '80	63,000
37' ISLANDER PH, '70, dsl	47,000
38' ERICSON, '82	68,000
39' LANDFALL ctrr, PH, '79	75,000
39' NEW ZEALAND slp, '82	69,000
40' STEEL PH M/S, '77	80,000
41' NEWPORT, (3) frm	59,000
41' FORMOSA ketch	79,000
45' LANCER PH M/S, '83	125,000
45' PORPOISE ketch, '70	80,000

CALENDAR

Nonrace

April 2 — Coronado 25 Association Luncheon Barbecue at the Sausalito Cruising Club. Sailing films, sea stories, good times. Gary Plotner, 848-1375 (home).

April 2 — Silent auction to benefit the Richmond YC junior program and the San Francisco Bay Sailing Association. 11 dinghies (3 FJs, 4 El Toros, 2 Lasers, a 420, a 470, and a Hobie 14) will be on the block. At the Richmond YC dry storage pen, 9 to 5. RYC, 237-2821.

April 2 — Introductory sailboat rides offered by the revitalized Lake Merced Sailing Club in San Francisco, 1-4 p.m. Program repeated on May 7. Jeff, 753-1101.

April 5 — The Latitude 38 Crew List Party. Corinthian YC in Tiburon, 6-9 p.m. We've combined the racing and cruising crew list parties into one gigantic fun affair this year. Come meet other sailors! \$5 if your name isn't on the list. Call us at 383-8200 for details.

April 7 — Sailing the Grenadines. A free slide-illustrated lecture by Garth Rawles of Sacramento. Stockdale Marine Theatre, Sacramento. Showtime at 7:30. Stockdale Marine, (916) 332-0775.

April 8 — Catalina 34 Fleet One Race/Cruise/Dinner/Casino Night at Ballena Bay YC. Willie Flaherty, 846-9339.

April 11 — "Cruising the Solomon Islands", a slide show and lecture featuring Patrick Albin. Part of an ongoing series of practical lectures and demonstrations presented by Lee Sailmaker representative Donald Bogart-Goring. At the Lee loft in Alameda, 7 p.m., free. Call Donald at 523-9011 to reserve your seat.

April 12-16 — Sunset Yachts Used Boat Show. Come kick the tires on over 200 experienced yachts for a low \$3 admission fee. At Sunset Yachts in Emeryville, 10 a.m. to 5 p.m. John Zimmerman, 654-9185.

April 13 — Sunset Series Crew Party. Any excuse for a party, and this one's to get prospective skippers and crew together for the SYC Tuesday night beer can series. Racing videos, hors d'ouerves, and no-host bar. Sausalito YC; 6-9 p.m.; \$7 at the door. Marcia Chavarria, 421-1141.

April 15 — Spring Open House at the UC Aquatic Center. Meet the staff and check out the center's fleet of sailboats, windsurfers, kayaks and rowing shells. 642-4000.

April 16 — "Sweet 198 Racing Clinic": for Cal 2-27s, Catalina 27s, Ranger 26s, and Thunderbirds. Racing seminar by Kame Richards, practice race starts, group race, and BBQ. The event is geared towards those with little or no racing experience. Richmond YC, 10 a.m. Karl Dake, 525-4136, or Steve Wilson, 654-8082.

April 15-16 — Ericson 27 fleet cruise to San Francisco YC. Al Gates, 236-1473.

April 15-23 — Northern California Spring Boat Show. Power and sail, used and new. Show hours: weekdays noon to 7 p.m.; weekends 10 a.m. to 7 p.m. Sponsored by the Northern California Marine Association; held at Marina Village in Alameda. NCMA, 521-2558.

April 19 — Free "hands-on" LORAN (Long Range Navigation) seminar presented by Steve Bellanca, national sales manager of Micrologic, in conjunction with West Marine Products. At WMP in Palo Alto, 7-9 p.m. Call 494-6660 for reservations.

April 20 — Thursday's Child slide show, film and seminar. Relive the record-setting assault on Cape Horn with crewmember and design engineer Lars Bergstrom. Sponsored by the Corinthian Sailing Foundation. \$4 donation at the door. Corinthian YC, 7:30 p.m., 435-4771.

April 22 — Mexican Fiesta and Reunion for the Class of '87/88. Anyone who cruised, crewed or whatever in Mexican waters last year is invited. Slide show, dinner, dancing and mariachis. Vallejo YC, (707) 648-9490.

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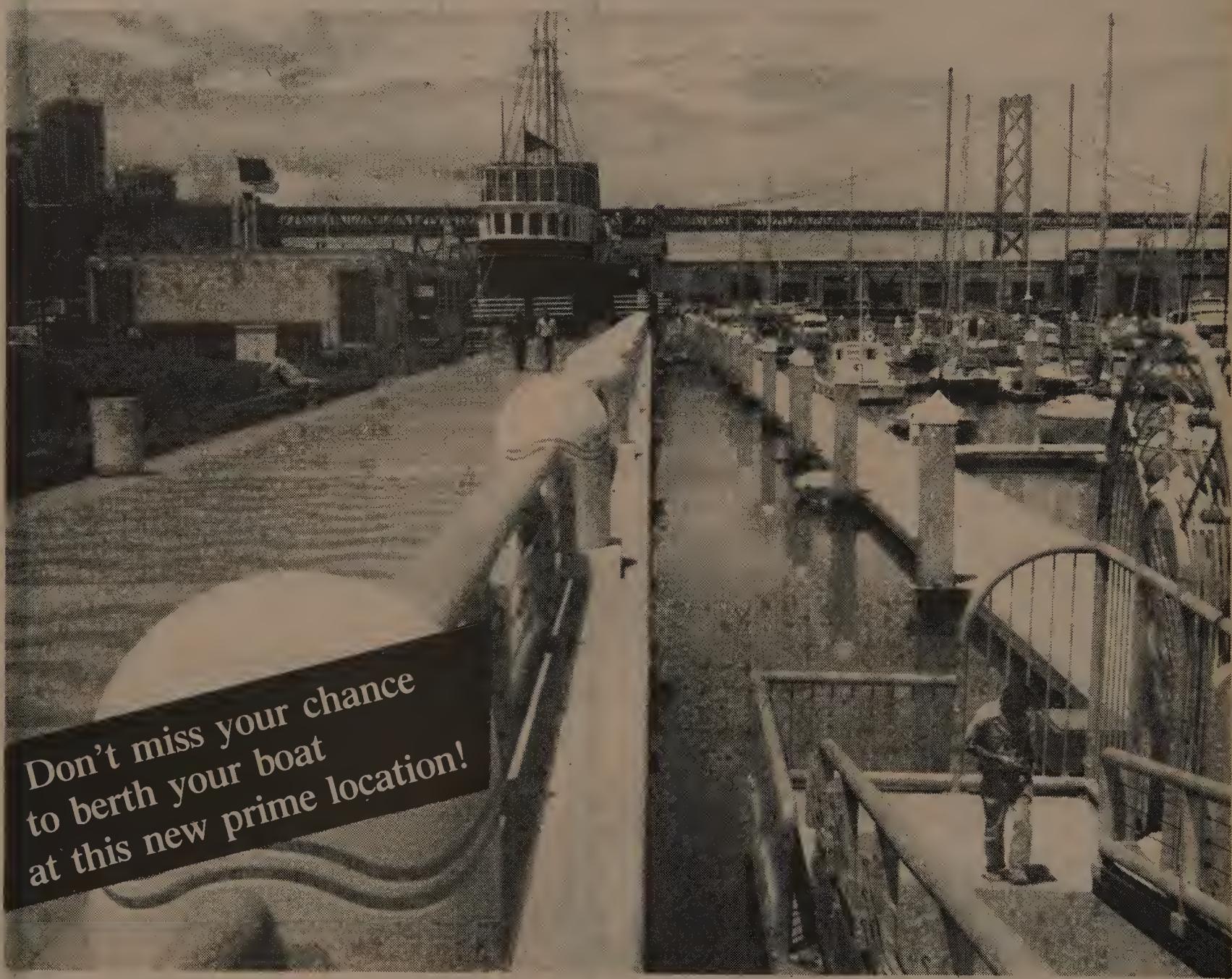
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CALENDAR

April 26 — Mexico's Secret Sea: A Window into the Sea of Cortez. A slide presentation by Dr. Steve Webster, Director of Education at the Monterey Bay Aquarium. Part of the Bay Shore Studies Open House at the Richardson Bay Audubon Center in Tiburon. 7:30-9 p.m. Meryl Sundove, 388-2524.

April 29 — "State of the Bay". The fourth biennial State of the Bay conference, sponsored by the Oceanic Society. Will San Francisco Bay in the 21st century be a healthy, thriving estuary or a dying, empty body of polluted water? These and other topics will be discussed by National Park Service Director William Penn Mott, Congresswoman Barbara Boxer, and other experts. Holiday Inn at 1500 Van Ness Ave., SF, 9 a.m. to 5 p.m. Call Joan Patton at 441-5970 for ticket information.

April 29-30 — Island YC Opening Day Festivities and Membership Promotion. IYC invites all interested boaters and/or prospective members to a chicken BBQ and beer bash on Saturday night, followed by a champagne breakfast the next morning. They're billing it as "a different approach to Opening Day. Call Bob Stephens at (408) 263-9030 for details and reservations.

April 30 — Opening Day on the Bay — the nautical equivalent of Mardi Gras or New Years Eve. This year's theme is "Marine World." Glenn Harter, 697-3487.

April 30 — Opening Day Silent Auction to benefit the Sausalito YC junior sailing program. Surplus equipment, sails, nautical books, sailing clothes, etc. will be on the block. SYC, 2-6 p.m., Dick Marsh, 383-7126.

May 5 — Free sailing show, subject to be announced. Stockdale Marine, (916) 332-0775.

May 5-7 — Sixth Annual Discovery Bay Lions Club Boat Show. At least 100 exhibits for a \$2 admission fee. At Discovery Bay ("where people play where they live"), east of Brentwood. Bob Gromm, 684-2117.

May 12-14 — Tower Park Marina's DeltaFest. A free annual RV and boatshow now in its 14th or 15th year. There's something for everyone: three live bands; clown acts for the kids; boats and accessories for Mom and Dad; and even a Spuds MacKenzie look-alike contest for the family pooch. The marina is located in Terminous, deep in the Delta. Show hours are noon to 6 on Friday, and 10 a.m. to 6 p.m. on the weekend. For more info, call (209) 369-1041.

May 17 — Navigation seminar for the upcoming Stockton Sailing Club South Tower Race ("140 miles of pure joy" beginning on June 16). As many as 60 boats are expected to participate this year, and all navigators and skippers who have never done this mini-enduro are encouraged to attend. Stockton Sailing Club; 7:30 p.m.; Tom Mason, (209) 478-4771.

May 18 — "Safety and Emergencies", first of three seminars for MYCO's Oakland-Catalina Race (July 3 start). This one features Chris Corlett and Barney Haglund. At MYCO, 8 p.m. Margaret Fago, 523-4388.

Racing

April 1 — El Ano Trigesimo-Seis Gran Concurso Barco-Toro, which we're led to believe translates to the 36th Bullship Race for El Toro dinghies. It's the TransPac of El Toro races, starting at 8 a.m. in Sausalito and ending at the St. Francis Yacht Harbor breakwater several hours later.

April 1 — Singlehanded Farallones Race. The quintessential rite of passage for those who like to do it with one hand. Ants Uiga, 658-8073.

April 1 — Encinal YC Second Annual All-Express Regatta. For 27s, 34s and 37s. Races start at Knox; second race ends at EYC for Saturday night party. Shirley Temming, 521-0966.

April 7-9 — 29th Annual Olympic/Pan Am Regatta at Alamitos Bay YC: always one of the best one-design regattas of the year.

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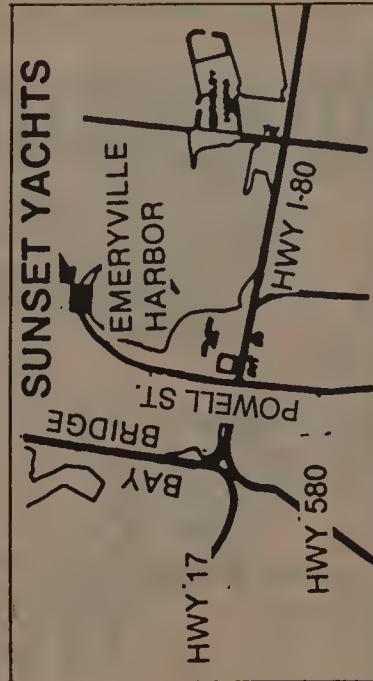
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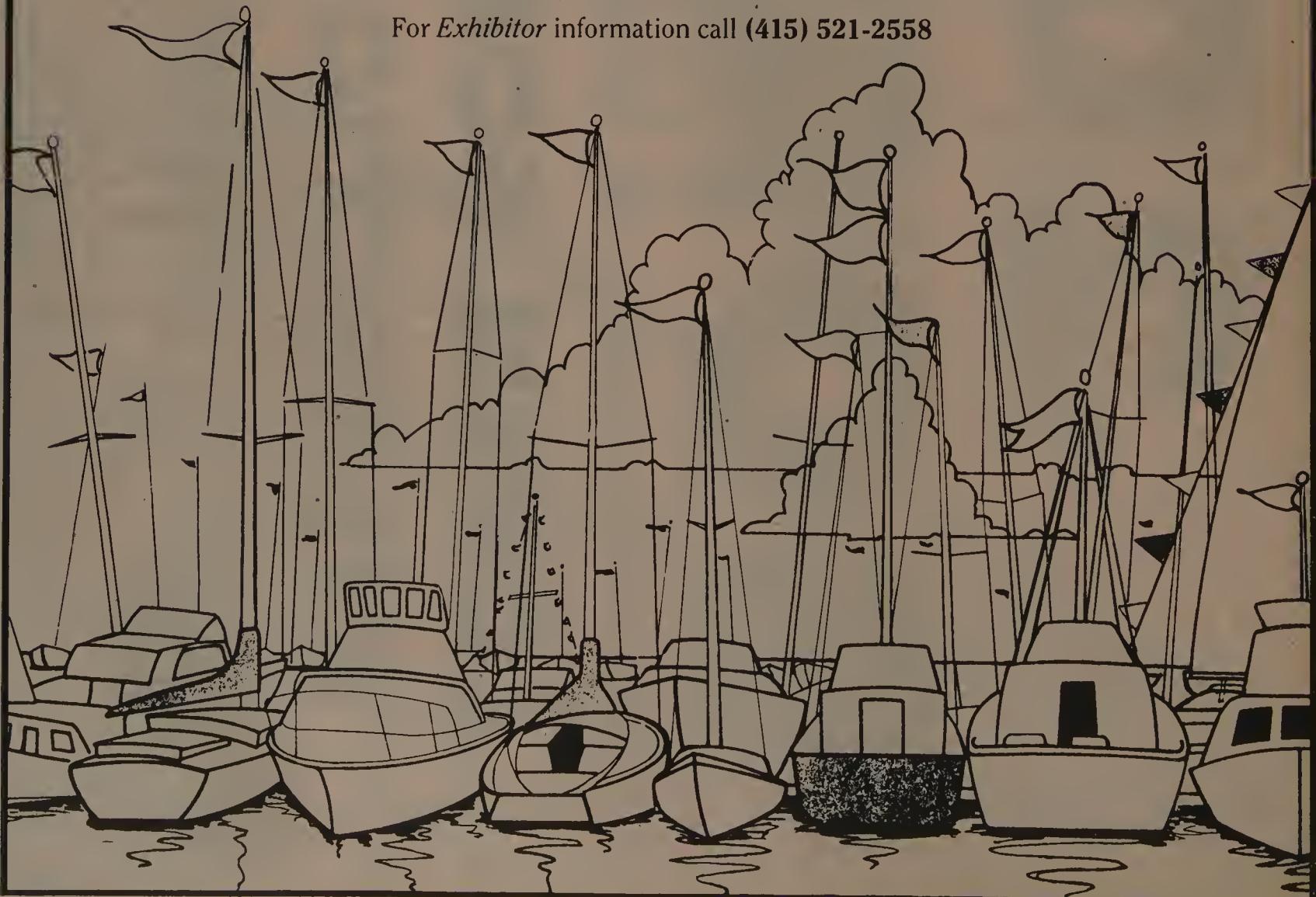
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ABYC, (213) 434-9955.

April 8 — Merit 25 & Hawkfarm Regatta. Two races and a party; sponsored by Berkeley YC. Paul Kamen, 540-7968 or Gail Vial, (916) 795-2369.

April 8-9 — Collegiate Regatta on the Estuary, co-hosted by Encinal YC, UC Davis and Sacramento State. Ned Nicolls, 838-8023 (home).

April 15 — Lightship Race, the first crewed ocean race of the season. For entry package, call YRA at 771-9500.

April 15 — First Annual Tax Write Off Race. A race for charter boats sponsored by the friendly folks at Club Nautique. (800) 342-SAIL.



Start of the Singlehanded Farallones Race. (And if you believe that...)

April 15 — Encinal YC Jack Frost Series. The last midwinter race of the year... finally! Shirley Temming, 521-0966.

April 15-16 — Clear Lake Regatta. The annual spring biggie for the trailer boat crowd. Hosted by Lakeport YC on what is technically California's biggest lake (Lake Tahoe is half in Nevada). Ken Sheldon, (707) 263-5039.

April 15-16 — J-Fest West. The spring tune-up for J/24s, 29s and 35s. Short course racing on the Estuary, followed by dinner and a party Saturday night. Don Trask, 522-0545.

April 22 — Doublehanded Lightship Race. Sponsored by Island YC; proceeds to charity. About 120 boats are expected in this popular race, despite the early (try 8:30 a.m.) starting time off the St. Francis YC. Paul Mazza, 769-8257 or Tony English, 934-5197.

April 22 — Ace of Clubs. Encinal YC challenges all Bay yacht clubs to send a 5-boat team (rating between 440-470 PHRF) for two races. An interesting way to race. Shirley Temming, 521-0966.

April 22-23 — Third Annual Slide, Ride n' Jibe Triathlon. Skiing, bicycling and boardsailing for "iron people" at Squaw Valley, North Lake Tahoe. We hurt just thinking about this one. Sponsored by San Francisco Windsurfer Fleet 18. Alvina Patterson, (916) 546-2369.

April 28 — Newport to Ensenada Race, aka "The Enchilada Derby". One of the legendary party races. NOSA, (714) 640-1351.

April 29 — Doublehanded Farallones Race. Another variation on the shorthanded theme, this time to the rockpile and back. Sponsored by the Bay Area Multihull Association. Linda Maudru, 369-5011.

April 29 — Ano Nuevo Race. The classic Monterey Bay ocean

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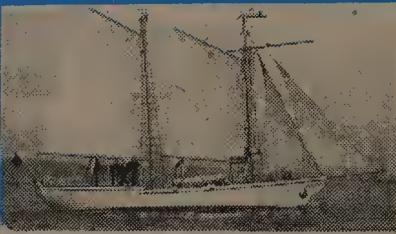
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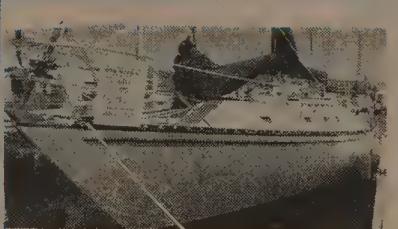
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22' CATALINA, '69, with trailer	\$5,500	30' PEARSON	2 from 24,500	57' CHINESE JUNK, '71	85,000
24' FLICKA, '80	27,000	30' YAMAHA, '81	35,000	66' VENNECKENS, '79	235,000
24' GLADIATOR, '69	6,000	30' BECKER, '34	10,000	68' BALTIC TRADER, '03	165,000
24' MOORE	14,000	30' ISLANDER, '74	26,000	POWER	
25' BAHAMA, '76	6,900	31' DUFOUR	20,000	25' BONUN (ALBIN), '84	29,950
25' BAYLINER, '79	11,900	31' HALLBERG RASSEY, '84	65,000	26' CHALET VEE 260, '79	28,500
25' CORONADO, '68	8,000	31' HUNTER*	2 from 39,000	27' FIBERFORM	2 from 15,000
25' MERIT, '83	17,000	32' TRAVELER, '76	54,500	28' BAYLINER, '86	35,000
25' US YACHTS	2 from 7,500	32' UNION, '84	59,500	29.6' ROUGHWATER	34,500
25' O'DAY*, '80	13,900	32' WESTSAIL, '75	48,000	31' SEA RAY*, '81	68,000
26' RANGER, '69*	8,995	33' NEWPORT, '83	35,000	33.4' CHRIS CRAFT, '84	75,000
26' BRISTOL, '72*	10,000	33' HUNTER, '81	48,000	33.5' FIBERFORM, '77	69,500
26' CHEOY LEE, '64	10,000	34' CAL 34, '67	22,500	34' HATTERAS, '68	44,000
27' US YACHT, '82	22,000	35' FANTASIA, '79*	74,000	35' CHRIS CRAFT (SHARP), '63	43,500
27' BRISTOL, '73	17,500	35' MULL*, '88	33,500	36' KROGEN, '85	99,000
27' CAL, '76	19,500	35' KNOCKABOUT/MOWER, '14	14,000	36' SEA RAY, '83	110,000
27' HUNTER	2 from 19,000	35' NIGARA, '81*	75,900	36' GIBSON HOUSEBOAT	29,950
27' CATALINA, '71*	13,500	35' SANTANA, '80	52,000	37' OWENS, '67	49,000
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27' ERICSON, '74	15,900	35.6' BRISTOL, '79*	59,000	37' CHRIS CRAFT, '67	29,000
27' HOMEBUILT, '79	15,500	36' ISLANDER FREEPORT	89,500	39' SEA RAY, '84	128,000
27' NEWPORT, '77	15,500	36' ATKINS, '54	25,000	39.4' BLUEWATER - TAIWAN, '77	86,000
27' SUN, '79	18,500	36' CHEOY LEE, '76	60,000	39' OCEAN ALEXANDER, '86	225,000
27' O'DAY*, '86	23,500	36' CATALINA*	2 from 60,000	40' TOLLYCRAFT, '87	200,000
28' LANCER, '77	15,000	36' COLUMBIA, '73*	36,000	40' CRUISE-A-HOME, '71	50,000
28' TARTAN, '86	48,000	36' ERICSON*	2 from 62,000	40' CHRIS CRAFT, '61	45,000
28.6 PEARSON/TRITON, '59*	11,500	36' FORMOSA, '81	48,500	40' UNIVERSAL, '79	99,500
29' JBOAT, '83	29,000	36' HUNTER, '80*	44,500	41' CHRIS CRAFT, '82	135,000
29.6 H-28 CRUISING KCH, '64	27,500	36' ISLANDER, '72	40,000	41' UNIVERSAL, '79	99,500
30' CAL 2-30, '69	21,000	36' JBOAT, '81	89,000	41' INQUIRE	
30' BABA, '85	81,000	36' LANCER*, '79	59,900	41' PERRY, '80	125,000
30' ERICSON	2 from 22,500	36' PEARSON, '85*	89,950	41' FERROCLEMENT, '79	64,000
30' LANCER, '79	2 from 34,500	36' UNION, '80	2 from 79,000	41' KETTENBERG, '63	89,500
30' PALMER JOHNSON, '72	28,000	37' HUNTER*	2 from 58,900	41' KETCH, '82	16,500
				41' RHODES, '46	109,000
				45' TOLLYCRAFT, '71	159,500

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CALENDAR

race up to Ano Nuevo and back. San Francisco boats are encouraged to attend. Call the host Monterey Peninsula YC for details, (408) 372-9686.

April 29-30 — 23rd Annual Camellia Cup Regatta. Definitely a "go" — the word from Folsom Lake is that the water level has reached a level where the marina is floating again. That's good news for the 1,000 or so sailors on 300 boats that traditionally have attended this inland classic. Ginny Fredrickson, (916) 381-2173.

April 29-30 — Konocti Cup. Hosted by the newly formed Konocti Bay Sailing Club on Clear Lake. Doug Jones, (707) 277-7245.

April 30-May 5 — The 22nd Annual Antigua Sailing Week — further evidence of the decline of Western Civilization.

April 30-May 6 — 7th Biennial International Regatta for Nordic Folkboats. Close to 30 Folkboats from around the world will gather for this city front shootout. Hilary Andersen, 552-2705.

May 6 — Colin Archer Memorial race for double-ended displacement boats. Examples of boats that qualify include Tahiti ketches, Aries, Ingreds, Westsails, Spitzgattens and Hans Christians. Sponsored by the Encinal YC. Stan Tice, (408) 277-4391 (work).

May 27 — Master Mariners Regatta, held on a Saturday this year. Entries for the annual woody convention close on April 30. Bill Rickman, (916) 965-8656.

May 27-29 — Second Annual Volvo/San Francisco Regatta. Top flight one-design racing for Etchells, Express 27s and 37s, Folkboats, J/24s, J/29s, Knarrs and Santana 35s. Lauren Carlisle, 771-9500.

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

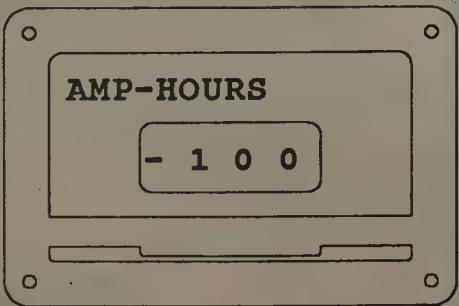
April Weekend Tides

day/date	slack	max	slack	max
4/1/Sat	0322	0603/2.0F	0846	1206/4.1E
	1603	1910/3.5F	2224	
4/2/Sun		0051/2.6E	0415	0703/2.7F
	0951	1301/4.4E	1648	1951/3.8F
4/8/Sat	2801			
	0155	0515/5.5E	0904	1207/4.2F
4/9/Sun	1535	1752/2.7E	2057	2353/2.9F
	0237	0604/5.2E	1001	1304/3.8F
4/15/Sat	1638	1843/2.1E	2148	
		0107/2.1E	0354	0650/2.1F
4/16/Sun	0916	1247/3.3E	1617	1932/3.2F
	2223			
4/18/Sun		0142/2.6E	0441	0739/2.5F
	1013	1332/3.3E	1658	2007/3.2F
4/22/Sat	2255			
	0108	0428/4.5E	0817	1115/3.3F
4/23/Sun	1443	1657/2.3E	1957	2254/2.3F
	0134	0507/4.4E	0855	1156/3.1F
4/29/Sat	1529	1738/2.0E	2023	2329/2.0F
	0159	0431/1.6F	0707	1032/3.6E
4/30/Sun	1427	1737/3.1F	2058	2327/2.4F
	0305	0543/2.1F	0829	1134/3.6E
	1520	1827/3.4F	2138	

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51' MORGAN	148,000
49' CT, 1985	169,000
48' HUGHES, 1972	129,500
48' STEEL KETCH, 1981	275,000
48' SWAN, 1972	180,000
47' VAGABOND, 1977	129,500
46' PETERSON, 1979	135,000
45' DUFOUR, 1979	150,000
45' EXPLORER, 1979	100,000
45' GARDEN KETCH, 1970	110,000
45' HARDIN . . . (2)	119,000
45' LANCER, 1983	149,000
44' PETERSON, 1977	124,400
43' COLUMBIA, 1970	75,000
43' CHEOY LEE, 1983	166,000
43' OFFSHORE, 1979	85,000
42' TAYANA, 1983	132,500
42' PEARSON, 1981	112,000
41' FORMOSA, 1972	79,500
41' ISLANDER FREEPORT	120,000
41' LITTON MARINE, 1983	79,500
41' NEWPORT, 1973	72,000
40' CHALLENGER . . . (2)	75,000
40' FREEDOM, 1981	120,000
40' PEARSON, 1979	80,000
39' BRISTOL, 1967	39,500
39' ERICSON, 1971	54,900
39' PEARSON, 1972	69,500
38' CUSTOM STEEL, 1978	84,900
38' C&C YACHTS, 1980	76,500
38' MORGAN, 1983	79,000
38' EASTERLY, 1978	69,000
38' ERICSON, 1985	87,000
37' ENDEAVOUR, 1979	70,000
37' ISLANDER . . . (2)	30,000

37' KINGS - ESSEX, '36	60,000
37' TARTAN	79,000
37' TAYANA . . . (2)	74,500
36' CS, 1981	74,500
36' CHEOY LEE, 1976	49,950
36' FREEPORT, 1981	69,000
36' HUNTER, 1981	58,000
36' ISLANDER . . . (5)	39,000
36' J/BOAT, 1981	86,000
36' PEARSON, 1977	79,750
36' YAMAHA, 1981	79,000
35' FANTASIA, 1979	70,000
35' HINCKLEY, 1966	34,500
35' SANTANA, 1980	47,000
34' HUNTER, 1983	49,950
34' PEARSON, 1984	55,000
33' HUNTER, 1979	39,000
32' PEARSON, 1965	32,500

32' ERICSON, 1985	49,500
32' MARINER, 1970	42,000
32' TRAVELER . . . (2)	44,000
32' WESTSAIL, 1979	62,500
32' PEARSON, 1965	32,500
32' TRAVELLER, 1975	44,000
32' WESTSAIL, 1979	45,000
31' CHEOY LEE, 1969	29,000
31' DUFOUR, 1982	48,500
30' BABA . . . (2)	65,000
30' CATALINA, 1977	27,500
30' IRWIN, 1980	30,000
30' ISLANDER . . . (2)	20,000
30' J/BOAT, 1982	43,000
30' PALMR-JOHNSN	29,000
30' PEARSON . . . (3)	27,000
30' S-2, 1979	33,000
29' CAL, 1972	29,500

29' ERICSON, 1978	25,700
29' J/BOAT, 1983	26,400
28' ISLANDER . . . (3)	21,900
28' NEWPORT, 1977	21,900
27' ERICSON, 1974	16,000
26' COLUMBIA, 1969	9,600
25' NORTHSTAR 500	12,800

POWER	
96' BROWARD, 1956	68,500
60' NORDLUND, 1979	450,000
60' TACOMA, 1962	174,900
57' CHRIS CRAFT, 1967	160,000
54' BLUEWATER, 1981	249,000
54' BLUEWATER, 1981	187,000
53' MATHEWS, 1965	149,500
53' MONK, 1971	140,000
52' BLUEWATER, 1982	169,000
50' CHRIS CRAFT, 1960	115,000
50' STEPHENS, 1960	110,000
47' GRANDY, 1912	79,000
47' MONK, 1962	79,950
44' PACEMAKER, 1966	111,000
44' TROJAN, 1978	179,000
43' PRESIDENT, 1983	160,000
42' GRAND BANKS, 1968	79,500
42' UNIFLITE, 1973	129,500
41' MATHEWS, 1952	39,500
40' BLUEWATER (Taiwan), '77	86,000
40' MARINE TRADER, 1978	125,000
40' CHB, 1988	175,000
39' SEA RANGER, 1981	75,000
38' BAYLINER, 1984	109,500
38' CHRIS CRAFT, 1985	162,000
37' HUNTER, 1964	33,000
37' HERSHINE, 1979	69,750
36' SEA RAY, 1979	77,000
36' STEPHENS, 1954	27,500

CRUISING SEMINAR

CELEBRATE THE 200TH ANNIVERSARY OF THE MUTINY ON THE BOUNTY. SEE OUR CRUISING FILM OF THE MARQUESAS, TUAMOTUS, TAHITI, AND THE TONGAS. NARRATED BY FILMMAKER/SKIPPER PHIL HOWE. APRIL 28TH, FRIDAY, 7:30 P.M. RSVP.

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LETTERS

↓↑MILDLY ARTHRITIC DOWNGRADE

I am delighted with the story that you did on Wednesday Night Racing in Santa Cruz.

As the owner and skipper (when my son, Matthew, allows me) of the starting boat for 25 years, I was delighted with the piece.

Even though we do not have a feather-light ULDB, but a traditional Ted Hood, fat boat, we still maintain a creditable rate of speed. Enough to keep our real boat name, *Wind Runner*, instead of the mildly arthritic downgrade to *Windwalker*, the name you have fastened upon us in your otherwise typically stellar piece of marine reporting.

Norman S. Lezin
Santa Cruz

Norman — Believe us, the slip-up on the name had nothing to do with the Wind Runner's boat speed and everything to do with having watched Luke Skywalker star in a movie the night before. Our apologies for the blunder.

↓↑TOOL ATTITUDE THIRD HE ATE

Gym West nurse bitt off dog girl inure lass issue you was grate. Soak lever lee he rote!

Wheel Compass ate hymn gneiss lee if week end half a cow pea four orb oat.

Robert Rosenberg
San Luis Obispo

Robert — We hope you didn't write anything dirty, because we get too big a headache trying to decipher that stuff.

↓↑HI-TECH BORING PHOTOS

I'm continually amazed at the number of mundane, computerized, 'photos' of ubiquitous tupperware toys.

Do the boating populace a favor and show *real* boats — ones made of wood and with even a hint of warmth or character.

If you need candidates, I own a couple that you may feel free to use as subjects:

1. A 1962 Ho Sang Junk; and, 2. an 1887 Oyster Smack — which is for sale!



How's this for a start? Three sizes, all wood.

Or, what about the hugely historical, yet little known Rainbow Dragon, a pre-Civil War Foochow Trader built in Taiwan out of Manchurian cedar logs — with an eye on the bow!!

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SORC REPORT - C&C 37

- 1st — Baxter Memorial Race
3rd — Lipton Cup
3rd — Audi Ocean Cup



HANS CHRISTIAN 33
Most popular Hans Christian built. Interior comfort greater than most 40-footers.



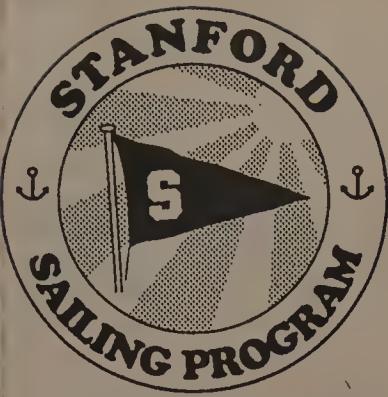
C&C 30
Easily sailed High Performance hull with exceptional three-cabin layout.

FEATURED BROKERAGE

HANS CHRISTIAN	C&C YACHTS
33' HANS CHRISTIAN, '84	\$99,500
38' HANS CHRISTIAN, '77	99,500
43' HANS CHRISTIAN, '86	169,500
43' HANS CHRISTIAN, '79	127,000*
45' HANS CHRISTIAN, '76	135,000
	* Sale Pending
	24' C&C, '77 \$12,500
	26' C&C, '77 24,000
	38' C&C, '80 72,000
	40' C&C, '80 115,000
	37R C&C, '88 189,000



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SAIL

Herreshoff 72' "Victoria". 1974

Probably the most elegant sailing yacht in Northern California. Charter/option or sale for qualified party.

Custom Motorsailor 62'. 1978

Built by International Offshore. Beautiful cruiser or liveaboard located in Hawaii. \$299,000. *pending*

Garden Ketch 47' "Horizons". 1974

This vessel is in great condition with a very large salon and galley. Ideal liveaboard or blue water cruiser. \$99,000.

Garden Ketch 47' "Cayuga". 1969

Rare aft cabin version making her the perfect liveaboard. \$89,000.

Davidson 45' "Confrontation" (formerly "Shockwave"). 1980

Very solid aluminum raceboat with an extensive sail inventory. \$99,000. *pending*

Swift 40' "Morning Glory". 1979

Excellent fiberglass center-cockpit cruising boat built to Lloyd's of London specs. Aft cabin, two heads and a beautiful salon. \$80,000

Pearson Vanguard 32'. 1967

A very solid boat needing a little TLC. Strong atomic 4 engine. \$17,950. *pending*

Columbia 32' Sabre. 1965

One of the most graceful vintage sailboats. Needs some work, but a steal at \$4,950.

Pearson Triton 28'. 1962

A solid family cruiser in good condition. Makes an ideal first boat. \$9,999.

J24. 1978

Brand new paint job. What more can we say. \$7,950

POWER

Sea Ray 30' weekender with flying bridge. 1979

This boat has lots of options and a hard-to-get Monterey slip. \$48,950

Roughwater 29'. 1980

Great fiberglass Delta boat. Diesel. \$16,000.

Aqua Sport 17'. 1979

With 115 hp engine that needs some work. A mechanics opportunity. \$4,000.

SAIL continued

Sun 27' diesel, many extras.	1978	\$19,950
MacGregor 24' and trailer.	1972	\$3,950
Aquarius 23' and trailer.	19'	<i>SOLD</i> ,950
Clipper 23'.	1977	\$2,900
Catalina 22'.	1974	\$3,900
Rhodes 22' and trailer.	1979	\$6,500
Tornado and trailer.	198	<i>SOLD</i> ,600
Wilderness 21' and trailer.	1978	\$4,900
Freedom 21.	1984	\$10,000
O'Day Mariner and trailer.	1963	\$1,000
Flying Dutchman and trailer.	1968	\$1,000
505 and trailer.	19'	<i>SOLD</i> ,500
Contender and trailer.	1976	\$2,000

LETTERS

Whaddya say?

James Kennedy
San Francisco / Thunderbolt, Georgia

James — We say we've never seen these boats — where do you keep them?

We also say that discrimination based on boat-building material is as silly as when it's based on sex, age, race, religion or food preference.

THE RANGER 23 ASSOCIATION

We're trying to attract more Ranger 23 owners to the Ranger 23 National Association. We're growing fast; from 20 members in June of 1988 to nearly 100 enthusiastic members now. Since more than 700 of the Ranger 23's were built (most have remained in California), we expect our membership to increase even more.

Membership costs \$10 a year, which covers the printing and mailing of the Ranger 23 newsletters and class membership in the USYRU. Interested persons can write the association at 3 Conservation Way, Scituate, MA 02066.

Ed Marks
Scituate, MA

GOOOOOOOOD MORNING, WORLD!

We have been living aboard our sailboat and traveling more or less continuously outside the United States for 4.5 years. We relied on Armed Forces Radio & TV Service (AFRTS) for up-to-date news and sporting events via short wave — until broadcast on this medium was discontinued on October 1, 1988. Since then we have had to rely on Voice of America (VOA) for all news direct from the U.S. — a rather unsuitable alternative.

Whereas the AFRTS rebroadcasts news and features direct from the TV networks, including National Public Radio (one of our favorites), Voice of America (the alternative) delivers the news as interpreted by the United States government. This arrangement leaves one without the criticism traditionally exercised by the fourth estate. The objectivity, as well as the varied point of view, is lacking on VOA. I feel that this "varied" approach is needed to 'round out' the news.

In addition, we have found in our travels that the AFRTS programming on short wave reached a large number of citizens on the move, who are now missing the availability of various network news and features. This audience now tunes to BBC and other foreign, English language broadcasts. Wouldn't it be better to resume the AFRTS programming to the many yachties, ex-patriots and other interested listeners around the world, rather than subjecting them to the propaganda from other nations?

Through the grapevine we hear that the reason for cancelling the SW broadcasts was budgetary. It seems that the bulk of the expenditure is in the labor intensive areas such as programming and that few savings result from discontinuing maintenance and periodic upgrade of the SW transmitters. It also seems as though the SW would serve as a reliable back-up to the UHF satellite equipment, allowing AFRTS to stay on the air if problems occurred with the 'new' equipment.

English-speaking citizens of other nations among the audience are dismayed that the AFRTS has "abandoned them", and are now forced to tune into broadcasts from other countries. They also miss the objectivity and varied viewpoints of the networks aired on AFRTS.

We urge the resumption of SW broadcasting by AFRTS as soon as possible; we miss those guys! We are writing our representatives to get the SW service restored and urge all *Latitude 38* readers to do the same. You may also write the U.S. Armed Forces Radio and

FIRST ANNUAL TAX WRITE OFF RACE

Why the name? The charter industry on San Francisco Bay blossomed with the Economic Recovery Act of 1981 and its tax incentives for investments in hard assets. Today, active charter boats can pay their way, but the original catalyst which created the fleets was Reagan's tax incentives. It seemed only appropriate to pay homage to our beginnings with a race for charter boats and April 15 is, of course, the perfect day for the race.

PRIZES - TROPHIES

B-B-Q at Ballena Bay after the race

Eligible Yachts: Any sailboat available for charter to the public.

Sponsors: Club Nautique and Ballena Isle Marina.

Entry Fee: \$15 (entry received at Club Nautique by April 7, 1989).

Late Entry Fee: \$25

Course: Start at NAS Alameda Entrance buoy, Harding Rock-S/R4 (1 mile east of Point Blunt) — Finish at NAS Alameda Entrance.

Prizes: Trophies will be awarded according to size and number of entries and will include a prize for the best team score.

Barbecue and Trophy Presentation: Will be held at Club Nautique, Ballena Bay, Alameda, immediately after the race.

Guest Berthing: Available at no charge at Ballena Isle Marina for the nights of April 14 and 15.

Entry Forms: Available from Club Nautique. Copies acceptable.

Race Instructions: Will be mailed to registrants or may be picked up at Club Nautique.

Classes: Yachts will be grouped into classes by the Race Committee according to performance. Yachts with spinnakers will not be grouped with non-spinnaker yachts.

RACE ENTRY FORM 1040

April 15, 1989

Yacht Name: _____ Sail #: _____

Representing Charter Company*: _____

Type of Boat/Class: _____

PHRF/IOR III Rating: _____

Rig: _____ LOA: _____ LWL: _____ Beam: _____ Draft: _____

Sail Inventory: _____

Check if you have:

Spinnaker Folding/Feathering Prop Roller Furling

Total Number of Crew Including Skipper: _____

Skipper/Charterer: _____

Address: _____

City: _____ State: _____ Zip: _____

Phones: Home (_____) _____ Office: (_____) _____

Skipper's Signature: _____

Entry fee: \$15 (\$25 if received after April 7, 1989), payable to Club Nautique Mail to: Club Nautique, 1150 Ballena Blvd., Suite 161, Alameda, CA 94501

* Race open only to bona fide bareboat charter yachts. If not part of a club or fleet, please provide evidence of charter availability (ad, copy of insurance, endorsement, etc.)

HOLD HARMLESS & WAIVER: I agree to indemnify and hold harmless Club Nautique, Ballena Isle Marina, their members, employees, committees, owners and agents from all liability, loss or damage they may suffer as a result of claims, demands, costs or judgements against them arising out of the participation of myself, my boat or any occupant thereof, whether crew or guest, whether the liability, loss or damage is caused by, or arises out of the negligence of indemnities or otherwise. In consideration of the permission granted to me to participate in the Tax Write Off Race and related activities, I hereby waive and release Club Nautique, Ballena Isle Marina, their members, employees, committees, owners and agents of and from all claims, demands, actions and causes of action of any sort for injury or damage sustained by myself, my boat or any occupant thereof, whether crew or guest, due to negligence or any other fault.

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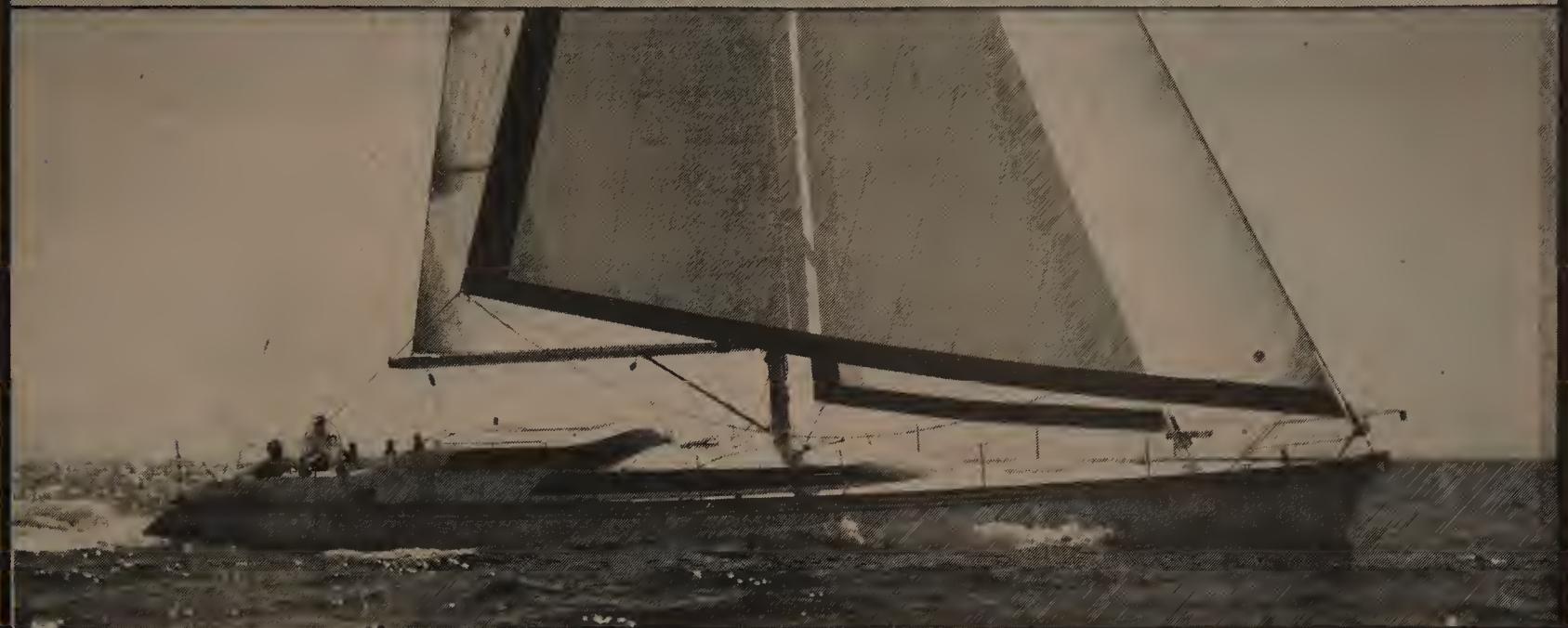
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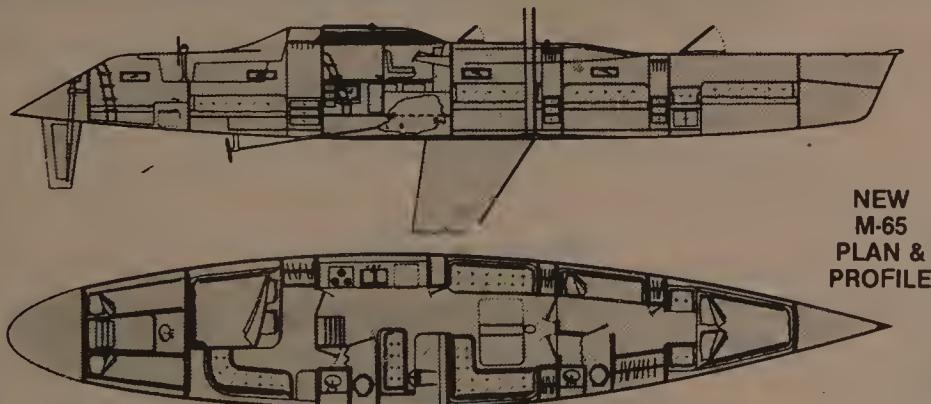
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LENGTH OVERALL	65'
WATERLINE LENGTH	63'
BEAM	12' 0"
DRAFT, DEEP KEEL	8' 6"
DRAFT, SHOAL DRAFT KEEL	6'
DISPLACEMENT, DRY	30,000 LBS
BALLAST, LEAD	11,000 LBS
FUEL CAPACITY	175 GALLONS
WATER CAPACITY	225 GALLONS
ENGINE, PERKINS DSL	135 HP
SPEED UNDER POWER	11.5 KNOTS
BERTHS	10
STATEROOMS	3
HEADS	3
MAINSAIL AREA	505 SQ. FT.
WORKING JIB AREA	407 SQ. FT.
GENOA AREA	1072 SQ. FT.
SPINNAKER AREA	2968 SQ. FT.

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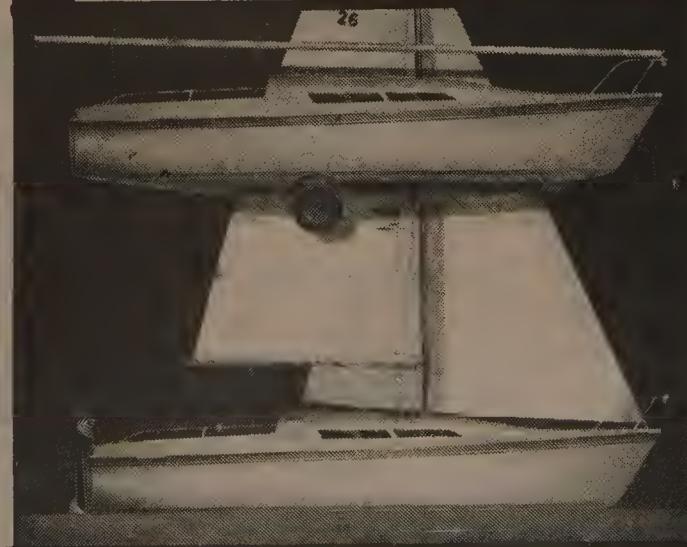
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MACGREGOR 26

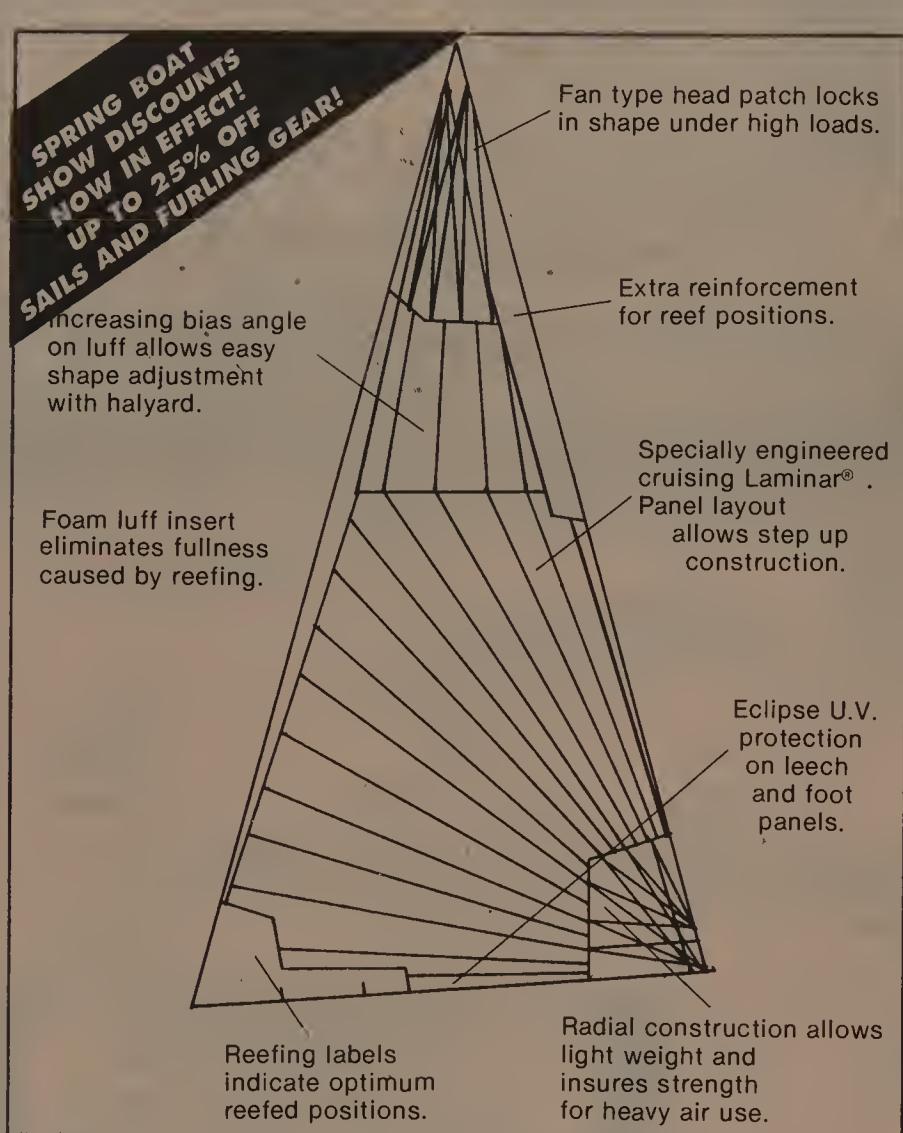
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TRAILER, TOW WEIGHT 2,200 LBS.

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Computer Design

Our HOOD/Net computer system helps us to design an optimally shaped sail and brings high performance to roller-furling Genoas. That computer system, using data on your boat and local sailing conditions, will develop a perfect design for you in just a few minutes.

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The StarCruiser uses HOOD's exclusive Laminar® Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

CAD/CAM

In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for super-strong seams.

Hand Finishing

Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

When you put your boat in "cruise" you don't have to leave the fast lane, call your nearest HOOD loft to get a quote.



LETTERS

TV Service at 1016 North McCadden Place, Los Angeles, CA 90038.

C. Howard & Joyce M. Stevens
Yacht Carina

↓↑STUFF YOU PROBABLY DIDN'T KNOW

How much do you know about Snipes?

Did you know that many of the members of the last U.S.



Do you know what kind of boat this is? Can you guess?

Olympic sailing team are current or former Snipe sailors? Mark Reynolds, the silver medalist in the Star class, is an active Snipe sailor. John Shadden, the bronze medalist in the 470 class, spent many years sailing Snipes off Long Beach. Pat Mugilia, crew in the Toronado class, has crewed extensively on Snipes. All of the above three have placed in the top three at Snipe Nationals.

Allison Jolly, the only U.S. gold medalist and 1988 Yachtswoman of the Year, raced her Snipe as part of her Olympic training and competed in the 1986 North Americans. Even John Kostecki, our local Olympic silver medalist and Rolex Yachtsman of the Year, has been seen at a few recent Snipe regattas.

And did you know that the San Francisco Snipe fleet includes the only two intercollegiate All-Americans, Mark Rastello and Joe Petrucci, racing one-designs on San Francisco Bay?

The San Francisco Bay Snipe fleet has just put the finishing touches on its 1989 schedule, which combines traditional Bay regattas with some great fresh water sailing on Clear and Huntington lakes. The Encinal YC will also be putting on a five-day regatta, with five to seven races each day, for the 50-year old Wright Davis Trophy. While the Nationals will be in Florida in late June, most west coast Snipe sailors will be aiming for the September North Americans to be held on San Diego's Mission Bay.

For those who aren't familiar, a used but competitive full-race Snipe can be purchased ready to go for as little as \$2500. If anybody wants more information on the most competitive class in the Bay Area, call either one of us at the numbers below:

Packy Davis at 324-1311
John Kelly at 272-0299

↓↑ HOW TO STAY IN TOUCH?

Finally, after many years, I hope to join the Mexico Class of '89.

I cannot, however, cut all my obligations. The kids may get into trouble, and more importantly there is a problem with an elderly parent in Europe.

If for nothing else but emergency purposes, how can I stay in contact with friends and relatives? Will a SSB radio reach a marine operator in Z-town? Is third party ham contact from Costa Rica a



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OUR SECOND SEASON.

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Just south of the Bay Bridge on the Embarcadero in South Beach Harbor. Minutes from downtown San Francisco. Easy to get to from Rts. 80, 101 and 280.

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A few are still available. Join now and save.

OPENING-DAY-ON-THE-BAY PARTY.

Call (415) 495-2295 for Information and an Invitation. Help us celebrate our first anniversary and the start of a new season.

South Beach Yacht Club

EMBARCADERO AT PIER 40, SAN FRANCISCO

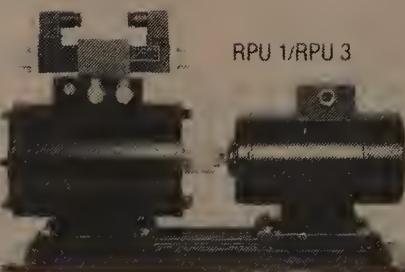


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AP 200 SAIL

The sail series of pilots are equipped with 2 programs, one for sail and one for motor-sail drive. The pilots take information from both the compass and your windvane.



RPU 1/RPU 3



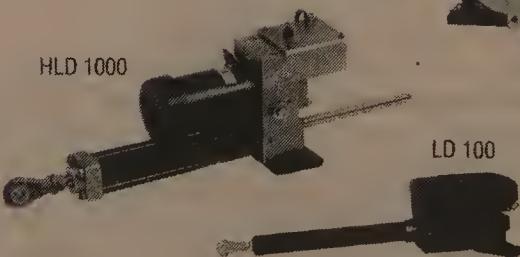
RPU 100



RPU mini 2



MRD 100



HLD 1000



LD 100



AP 200DL SAIL

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POWER UNITS

For most installations a separate power unit will be required to drive the rudder. Robertson has a full range of hydraulic and mechanical power units to meet every requirement.

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LETTERS

practical possibility? Are there any established letter drops?

Do you or any of your readers have any suggestions? (I don't have the funds or space for a satellite terminal on my 37-foot sloop).

On a similar subject, what happens with personal property taxes when a vessel is homeported locally but out of the country for several years? And, is there any variation between Bay Area counties?

Bob Sukiennicki
Mountain View

Bob — The old note-in-the-bottle method is the least expensive way to stay in touch with home, but it's unreliable and slow. The mails are a little bit better, but not much. Phone calls are pretty expensive — assuming you can endure the frustration of finding one, finding the right coins, and trying to communicate with an operator who speaks a foreign language.

Virtually all long time cruisers will tell you the one and only way to keep current with the home front is via ham radio and the many ham radio nets for cruisers. It takes some effort to get the license, but it's well worth it. Do you need to buy a SSB radio also? It depends on your ethics. A number of ham aces suggest that you buy one of the modern ham radios that require little more than the snipping of a single wire to work on SSB frequencies. Using a ham radio on SSB frequencies is an illegal but common practice.

As for property taxes on your boat, some Bay Area counties assess it whether your boat is out of the country or not. Other counties will only assess such taxes if your boat is in the country for more than six months of the year. We suggest you immediately move your boat to a county where the assessor is tax-friendly.

↑↑THE PROBLEM WITH SOLAR PANELS

The people who know what they are doing designed a solar panel to keep our navigation buoys functioning and lighted.

The people who know what they are doing installed a solar cell on Buoy 4 at the entrance to the Oakland Estuary.

The people who know what they are doing designed these solar panels so that seagulls don't cover them up with droppings and prevent the buoys from functioning properly.



Like Peter, Paul & Mary said, "When will they ever learn?"

People who know what they are doing put anti-seagull wire up to prevent seagull landings.

The enclosed photograph shows how much such people 'know'

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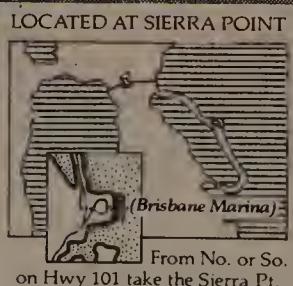
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- b) out of class at home or afloat
- c) both of the above
- d) none of above

A. c) both of above.
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GRAND HARBOR

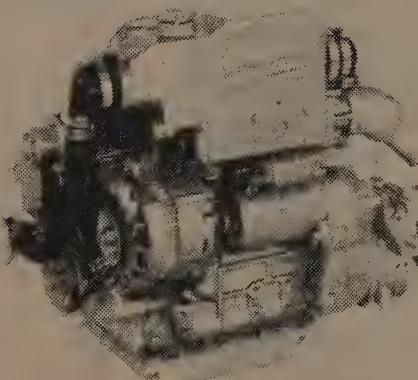


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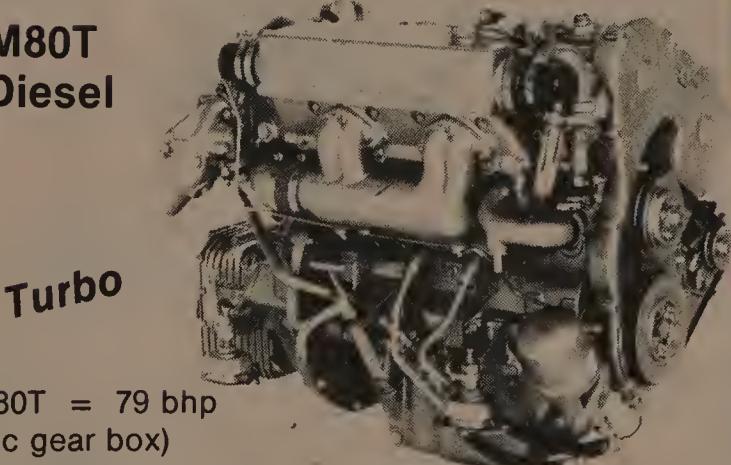


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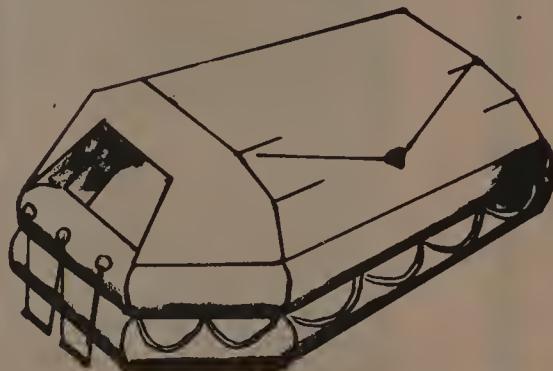
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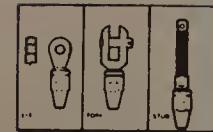
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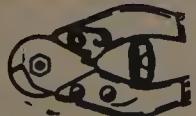
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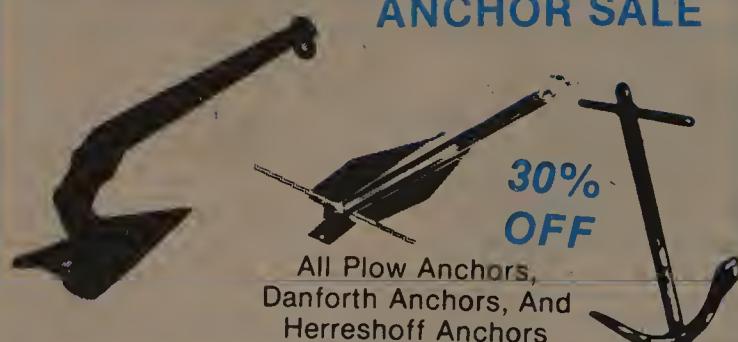
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LETTERS

about seagulls.

P.S. Notice how I cleverly avoided taking shots at the Coast Guard or using the word 'shit'.

Stephen Robinson
Catalina 30, Weekend Magic

↑↑BLESSED ARE THE RECORD-KEEPERS

Your article in the March issue covering the achievement of *Thursday's Child* was well-deserved and well-written. However, my sources differ with the historical points noted relative to fast passages.

Firstly, the record Cape Horn rounding 50S to 50S in a clipper ship is held by *Young America* at six days. A 12-day rounding is certainly respectable, but the rounding to beat has yet to be beaten.

Secondly, the *Great Republic*'s run from New York to the Equator of 15.5 days, while spectacular, doesn't quite match up to *Stag Hound*'s passage of 13 days from Boston Light to the same latitude.

In 1910, Captain Arthur Clark made an interesting compilation of record speeds, dividing the course from Boston to San Francisco into six passages. He arrived at a potential record time of 69 days for the full course, a time he deemed impossible. Such a record run by any one clipper would have had to have most favorable conditions all the way. Interestingly, neither *Flying Cloud* nor *Great Republic* figured in this compilation!

But in a sense we are comparing apples and oranges. The clipper ships, while certainly designed to be fast, were not today's racing machines; they were carrying cargo. Their principal purpose was to reach their destination as economically as possible — and speed was part of those economics. In this effort, they established some impressive records, and it is great to see them viewed as a challenge by some very courageous people today.

As I write this, Philippe Monnet is coming up the coast with a chance of bettering even the latest record. Moreover, he is singlehanding a trimaran, which is, I am sure, the last choice most of us would make for a boat. I hope we are not going to have another grotesque series of legal proceedings — like the America's Cup — to decide which was faster.

Bob Jakob
Mill Valley

Bob — It's the suspicion of Rob Moore, who researched and wrote the article, that recording-keeping wasn't a very exact science during the Gold Rush. He reports that the six books he used to research the subject couldn't even agree on such basics as *Flying Cloud*'s length or tonnage — or even how to spell her captain's name. Since all we know is what we read, we're not about to quibble over such historical 'facts'.

↑↑CLIPPER SHIP RECORDS TO STAND FOR ALL TIME

My hat is off to the crew of *Thursday's Child*. They have set a record for ultralights around the Horn. Perhaps it will stand for a long time.

There is another record which still stands, that of *Flying Cloud*'s passage from New York to San Francisco in 1854. (A log entry for the *Andrew Jackson* in 1860, "89" days and four hours from New York", indicates that they would have beaten the record. I'm tracking that down to see if it was disallowed for some reason.)

The point is that the records by *Thursday's Child* and *Flying Cloud* are like apples and oranges.

Flying Cloud, *Andrew Jackson*, *Sea Witch*, *Great Republic* and a host of others were working vessels, making their living as "long haul truckers" on the worst stretch of highway in the world. They

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LETTERS

regularly made incredible passages of under or around 100 days. They did not pick their seasons; the ships sailed when their cargo was aboard. They were loaded as deeply as their skippers dared, as



Let's see, is this one the apple or the orange?

every pound of cargo was more money in the bank with the incredible Gold Rush freight rates.

The food was bad and living quarters appalling. The actual sailing was arduous beyond belief; frozen rigging, pumping decks awash with freezing water, sleet and snow were just some of the difficulties.

Some captains carried sail until the bolt ropes blew out, then bent on more. The cost in lives and broken men was enormous, but went on until the end of the Gold Rush when lower freight rates made it unprofitable. The ships, hastily built and overdriven, for the most part wore out in a very few years, with hulls strained by constant driving until they were no more than sieves.

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No, the clipper ship records will stand for all time. Congratulations to *Thursday's Child* and her crew for the fastest ultralight racing passage around the Horn. May it stand until the ultralights race there no more.

Steve Osborn
Mill Valley

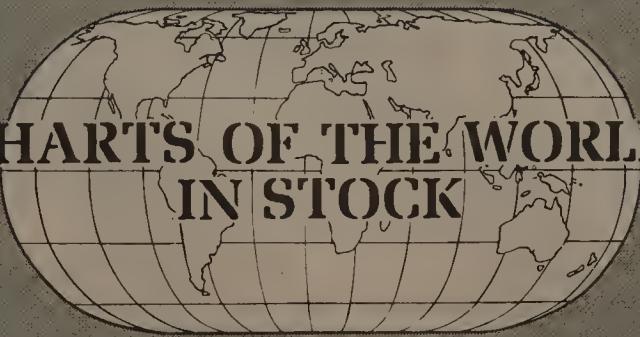
Steve — We think that just about everybody would agree that the magnificent achievements of both Flying Cloud and *Thursday's Child* are not really comparable. Warren Luhrs, the man who stood to profit the most by making such a comparison, distinctly eschewed it.

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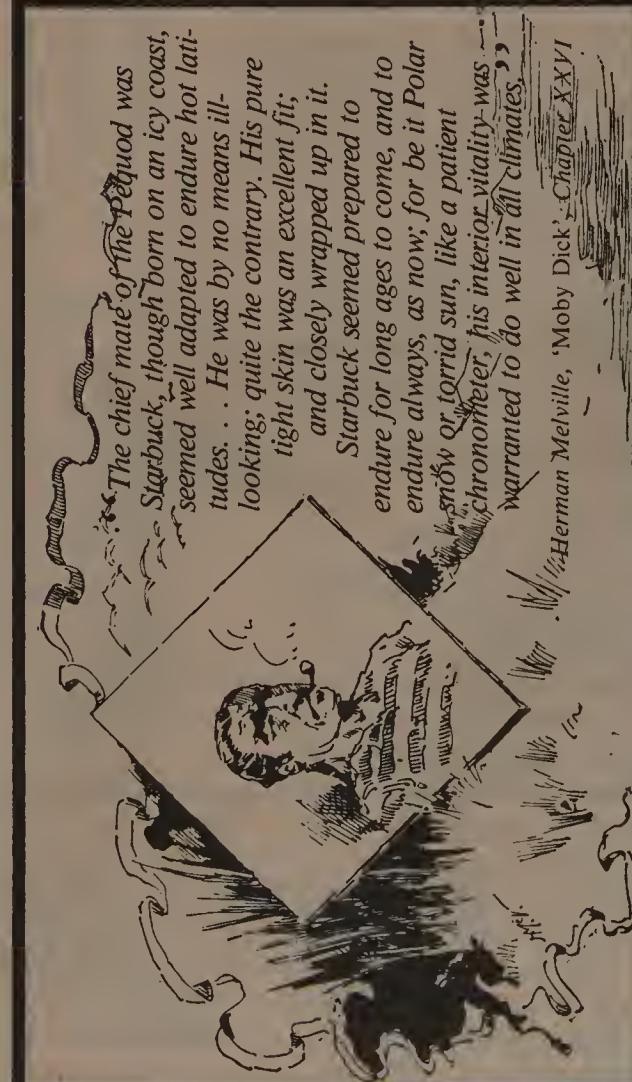
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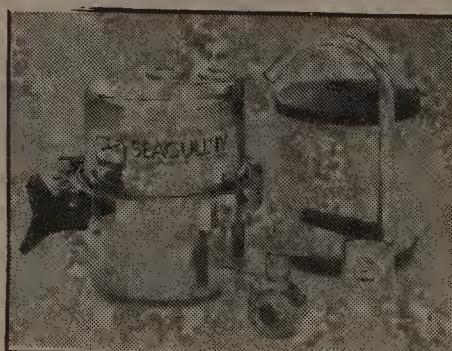
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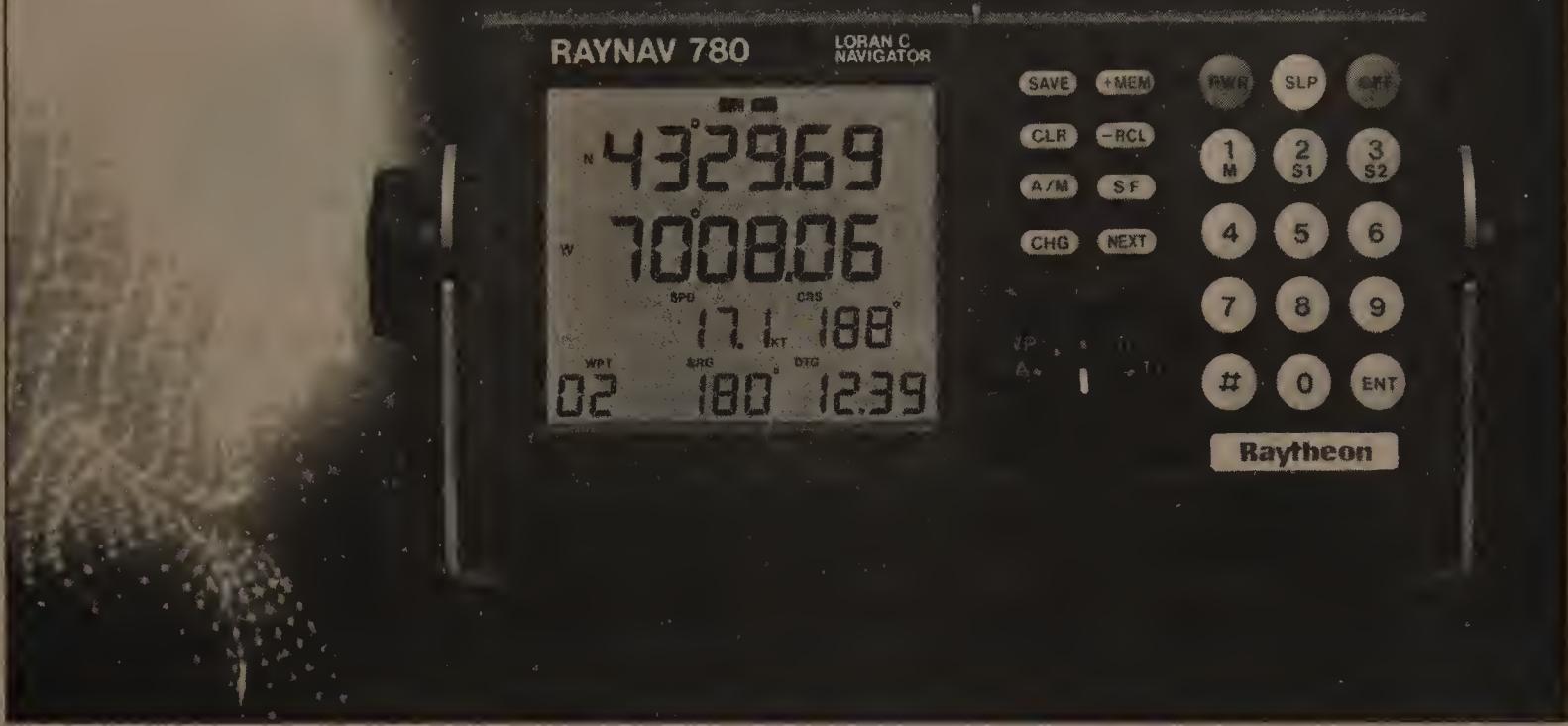
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Sabre owners are as proud to own and maintain their yachts as we are to build them, and the demand for pre-owned Sabres reflects this. Excellent resale value is one of the reasons why so many Sabre owners have traded up to larger Sabre models.

3. CONTEMPORARY STYLING & THOUGHTFUL DESIGN: Sabre yachts are styled and designed to meet the needs of today's yachtsman — to be as comfortable and easy to sail as they are aesthetically appealing.

A low profile cabinhouse, recessed windows and graceful lines are just some of the elements of Sabre's sophisticated, contemporary styling.

Ergonomics play a key role in the design of a Sabre yacht. The T-shaped cockpit, with its well placed coaming backrests and raised helmsman's seat are examples of Sabre's focus on sailing comfort.

4. OUTSTANDING OFFSHORE RACER/CRUISER PERFORMANCE: Sabres are actively raced in both local and long distance events with

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exceptional success. They have participated in several transatlantic and transpacific passages, and have done consistently well at Black Island Race Week, Long Island's Around the Island Race, Lake Michigan's Mackinac Race, the West Marine Pacific Cup Race to Hawaii, and many other prestigious regattas.

Sabre's outstanding offshore performance heritage assures fast passages for the cruising sailor and offers a competitive edge for the racing sailor.

5. COMMITMENT TO SABRE OWNER SATISFACTION:

Owner satisfaction has been the #1 goal at Sabre since our beginning 19 years ago. We strive to meet this goal daily with a national dealer network and a customer service staff dedicated to providing expert advice and prompt service.

An important part of Sabre owner satisfaction is the enjoyment of becoming a member of Sabre's family of 1500 owners. Together, at owners' events such as the Sabre World Cup Regatta, they share the spirit of sailing and pride of owning a beautiful and well built yacht.

6. A CHOICE OF SIX DIFFERENT MODELS: Sabre offers variety in six elegant models — 30 • 34 • 36 • 38 • 42. Every sailing situation is as different as the sailor who experiences it and Sabre offers choices in design, style and performance features to meet the needs of the most discerning yachtsman.

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LETTERS

involved with cruising such a boat for a year.

Have you ever heard of anyone chartering their boat out for a year to go on a cruise? We are looking for just such a situation, with a boat in the 40 to 45-ft range.

Grady Meadows
Monte Rio, CA

Grady — Racing boats are often chartered out for long periods of time, but it's seldom done with cruising boats. It probably has something to do with the fact that racing boats are normally viewed as tools while cruising boats are considered mistresses. Men often lend out pliers but rarely the lady that makes their heart go pit-a-pat, so don't be surprised if you don't get many takers. Nonetheless, with the sailboat market still soft, there may be some owners willing to assume the risks.

Counting ourselves among those who hate to see fine boats sit idle, we're interested in hearing from anybody who has successfully chartered or chartered out a cruising boat for a long period of time.

↓↓MORE ON FOLDED BOATS

An article appeared in December's *Sightings* regarding my Canadian-designed, built-in-a-month steel boat. Apparently the designer has not responded to many inquiries regarding this design; that's because Brent has been away cruising this year and has had difficulty receiving his mail on a timely basis.

If interested parties would write to me at the address below, I would be happy to send them some preliminary information.

Steve Danaker
P.O. Box 1766
Sausalito, CA

↓↓JASON AND THE PHRF-ONAUTS

High speed off-the-wind sailing started 3200 years ago when a Greek sailor named Jason flung a red-haired, blue-eyed princess aboard his yacht *Argonaut*. The crew made sail extra fast as the princess' daddy was in hot pursuit with murder on his mind.

What makes a yacht go fast? Is it lust or intent to kill? The body of Princess Medea was not the only prize; she knew how gold could be extracted from a river — and where that river was. The *Argonaut* stood off the Black Sea coast, a lucky breeze gave the rowers a break.

With the near death of the local IOR racing, sailors and yacht clubs have also gotten a lucky break. Now is the time to make the changes necessary to make racing more fun, fair and exciting, which will bring out more yachts. I suggest we keep but modify the affordable PHRF system, but introduce some peer judging. Each concerned yacht club should set up a certificate review board with seven or nine past and present race winners. Records of actual boat speeds in races should be kept for several years and be available to the review board.

Then, the review board need only ask: Do changes made to the yacht or crew make the boat go faster? PHRF only measures speed; is that all that should be rated?

I say anything that adds speed should be given a handicap. For example, a sailor's handicap should travel with him from yacht to yacht in the following manner:

Professionals such as sailmakers, boatbuilders, measurers and naval architects should have 10 seconds a mile taken from the rating of the yacht they race on.

Local season champs, minus 10 seconds.

National champs, 20 seconds.

World class sailors, 30 seconds.

Boats should also have extra handicaps:

Boats with gutted interiors, minus 20 seconds.

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Steve and Wren Collins' Alberg 30 Hawk.

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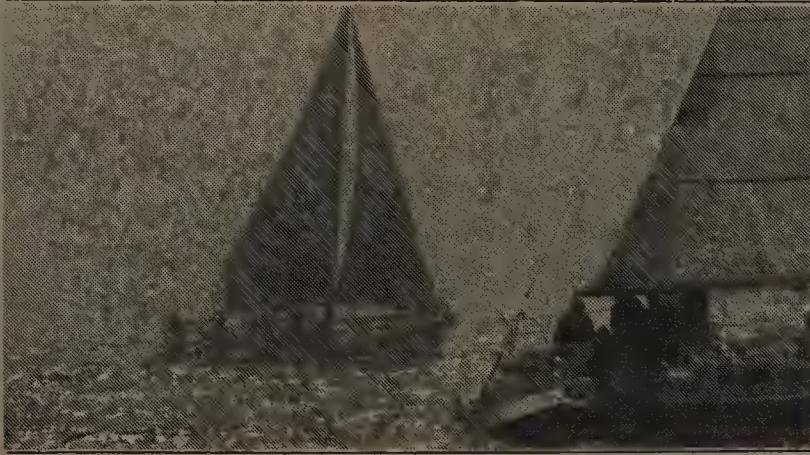
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LETTERS

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Boats that can plane on the Bay, minus 10 seconds.



At left, Bogart-Goring's 21-year old cutter.

There would be no higher authority for ratings than the yacht club putting on the event. Those who want to spend money have a place to play with IMS racing; those who want to race nationally or internationally are of no concern to us.

Higher authorities, professionals and prima donnas do not pay the bills, rarely race their own boats, and have spoiled the sport. They must pay.

Yacht racing, yacht brokers, sailmakers, and boat prices are in as perilous a position as Jason was in: When dawn came the horizon was clear, but Jason had to sail the entire 2,000 miles around the Black Sea to avoid an angry father. Jason slipped back into the Dardanelles with the Argonaut, crew and Medea safe. The gold in the river was extracted by laying the fleece of a ram on the river bed. When the fleece turned golden it was removed. So ended the quest for the golden fleece.

Donald Bogart - Goring
Sailmaker of 35 years,
Owner of 21-year old planing cutter,
Alameda

Donald — If your idea has a weak point, it's that figuring out a boat's handicap would take longer than completing a race.

CLEAR AND CONCISE ABOUT CHARTERING

Thank you very much for your clear and concise response to my inquiry regarding chartering (page 39, February).

As you can see from the attached article that appeared in the March '89 Soundings, there is still confusion in the ranks. The article implies that any boat owner who takes someone out other than his/her immediate family is in danger of being "busted". If, as a boataowner, I should accept a dinner invitation, a six-pak of beer or a cookie in appreciation for the "ride", I might be charged with chartering. God help me if my friends want to fish! With Zero Tolerance so fresh in our minds, I'm wondering if I should nail my boat to the dock.

Thanks again for being there when we need you.

Erle R. Kirk
Los Altos Hills

Erle — There is no confusion about what constitutes a charter; if you receive anything in compensation for taking somebody on your boat — even a beer or cookie — it's a charter. The confusion is at what point — a cookie or ten gallons of gas — the Coast Guard or the courts are willing to take punitive action.

It's a genuinely tricky issue. On the one hand, the public



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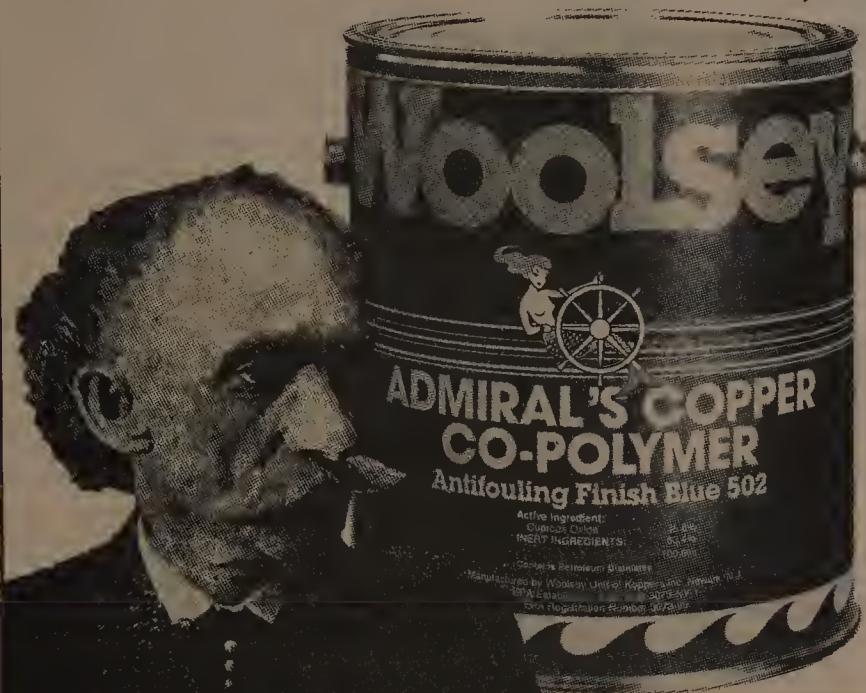
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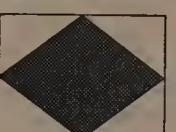
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LETTERS

deserves to feel confident they're not risking their lives when they board a passenger vessel. On the other hand, boat owners deserve to be able to use their boats in a reasonably free manner.

For years the whole charter question has been a monumental mess, compounded by erratic and inconsistent enforcement by the Coast Guard. Judging from recent events, the matter is becoming more murky than ever. Serious clarifications and changes in the law are long overdue, but don't hold your breath waiting for them to happen.

What to do in the interim? Let your conscience be your guide.

WHAT ABOUT THE WEST COAST OF CENTRAL AMERICA?

Next winter I plan to sail from Lake Erie to San Francisco by way of the Panama Canal. Recently I have been writing to people who have been to some of these areas in order to get information and recommendations. I have received good information on all parts of the trip except for the west coast of Central America, where nobody seems to sail.

One of the people who responded suggested I write you for information on cruising Central America. As it happened, I was recently in the Bay Area and picked up a copy of *Latitude 38* — which quite impressed me. So, I would appreciate any information on cruising Central America or recommendations on where to look for more information.

Mostly I would like to know what to expect from the people. Where can I stop? What kind of treatment should I expect? What is of interest along the way? Is there any place that is too dangerous to visit? Particularly Nicaragua, El Salvador and Guatemala.

I have a general impression of what the sailing will be like. I've been told that the prevailing winds are from the northwest, though they can be light and variable on the Central American coast. I expect I may motorsail part of the trip, but have limited fuel capacity. What's the availability of fuel and other supplies?

Perhaps most importantly, are there any good cruising guides for Central America? I'm looking for information that I can stick on a book shelf and pull out when I reach those countries.

Thomas Unger
Ann Arbor, Michigan

Thomas — If you read *Changes in Latitudes*, you'll find that plenty of people sail the waters of the west coast of Central America. Southbound, it's the only route that makes sense to the Caribbean and Europe. Some northbound sailors believe it's easier to sail to California via Hawaii, but only a minority take that offshore route.

Some *Latitude* readers have stopped in Nicaragua, El Salvador and Guatemala, but most skip them. The biggest reason is that most cruisers feel that there's plenty to do while cruising without having to dodge bullets and political dogma. Then too, the three troubled countries you mentioned simply don't have much to offer cruisers, especially when compared to the many attractions of neighbors such as Panama, Costa Rica and Mexico.

(The Rio Dulce on Guatemala's east coast, however, is popular with cruisers).

Although not a definitive guide, Captain John Rain's *Cruising Ports, California to Florida via the Panama Canal* has all the basic information. True, it was published back in 1982, but in Central America the whole picture can change 180° in about two days anyway.

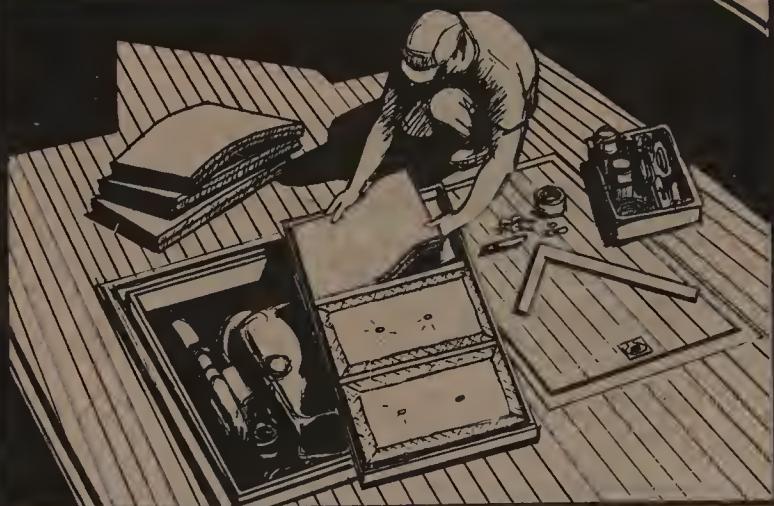
Given the unstable nature of the region, your best source of information is going to be cruisers who have just come the other way. Since you'll be passing all these folks in the Panama Canal, you won't have a shortage of up-to-date information.

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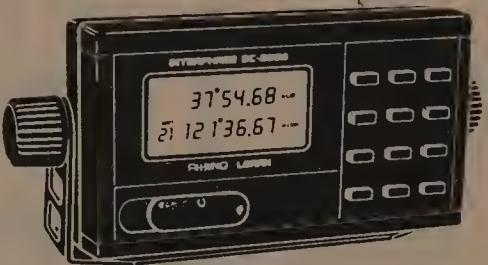
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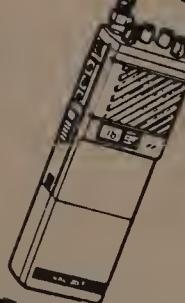
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LETTERS

COLLECTIVE OWNERSHIP/USE

Given the enduring interest in sailing Baja by small cruiser, is there a group of sailors who collectively own/use a trailer/truck to transport their boats?

If such a group exists, I would like further information. If it doesn't, do you think there is interest in such an arrangement?

Ralph Ascencio
Fort Bragg

Ralph — There seems to be a lot of informal sharing and loaning of trailers and sometimes trucks to transport boats to and from Mexico, but we know of no formal group.

On the surface, such a group would seem to make a lot of sense. Indeed, in a more perfect world there would be such groups. Nobody knows better than we, for instance, the frustration of paying a couple of thousand dollars for a trailer that gets used but two weeks a year.

The downside risks to pooling a truck and trailer for a trip to Mexico, however, are considerable. Particularly with trucks, whose engines, brakes and transmissions could all easily be destroyed by a careless operator towing even a very light boat. It takes greater skill to wreck a sturdy trailer; unfortunately the world is populated with suitably talented people.

And then there's the liability problem. Given the immense skills of today's lawyers, even partial owners of trucks and trailers need to be extremely careful before loaning, renting or sharing such vehicles. Such largesse is likely to come back and haunt them.

If you or anybody else comes up with a satisfactory solution to the sharing 'problems', we'd love to hear about it.

I DON'T WANT TO SELL HER

Here's a pleasant switch on an old theme you might find interesting:

As you might remember, my wife Vickie and I did a bit of voyaging in the late 70's and early 80's. (Time flies). Anyway, after returning to Northern California we sold our beloved Quark and bought a slightly larger boat. About Time is a pilothouse Gulf 32. Vickie and I lived aboard her for about four years in Alameda.

We moved back ashore a couple of years ago, and what with living in a house and so forth, About Time became somewhat neglected. We didn't seem to have any time left to sail. One day I proposed to Vickie that we sell About Time, invest the surplus, and maybe buy a small trailerable powerboat to explore the lakes around here. Plans were made for what to do with the money and we looked at a couple of stinkpotters. Finally, I said, "Let's take About Time out for one last sail."

It was a great day around the Bay. A fun day. Good sailing. We had a terrific lunch at Scott's. Good booze and friends at the yacht club. A lot of laughs and good feelings. As we were motoring About Time down to her slip for the last time, Vickie said, "I don't want to sell her."

"Yeah, I know," I replied, "but we could use the money for our retirement."

"I don't care," said Vickie. "She's a good luck boat and I don't want to sell her. Besides, I want to sail the San Juans when you retire."

"OK. But what about our plans?"

"To hell with them. I like our boat. And," said Vickie with a firmness that left little room for argument, "we really don't need the money."

So, we're keeping the boat.

Oh, yeah. Last month we were motoring back from Sausalito in the fog. The visibility was a tenth of a mile. Vickie said, "Well, I guess the next item better be a radar."



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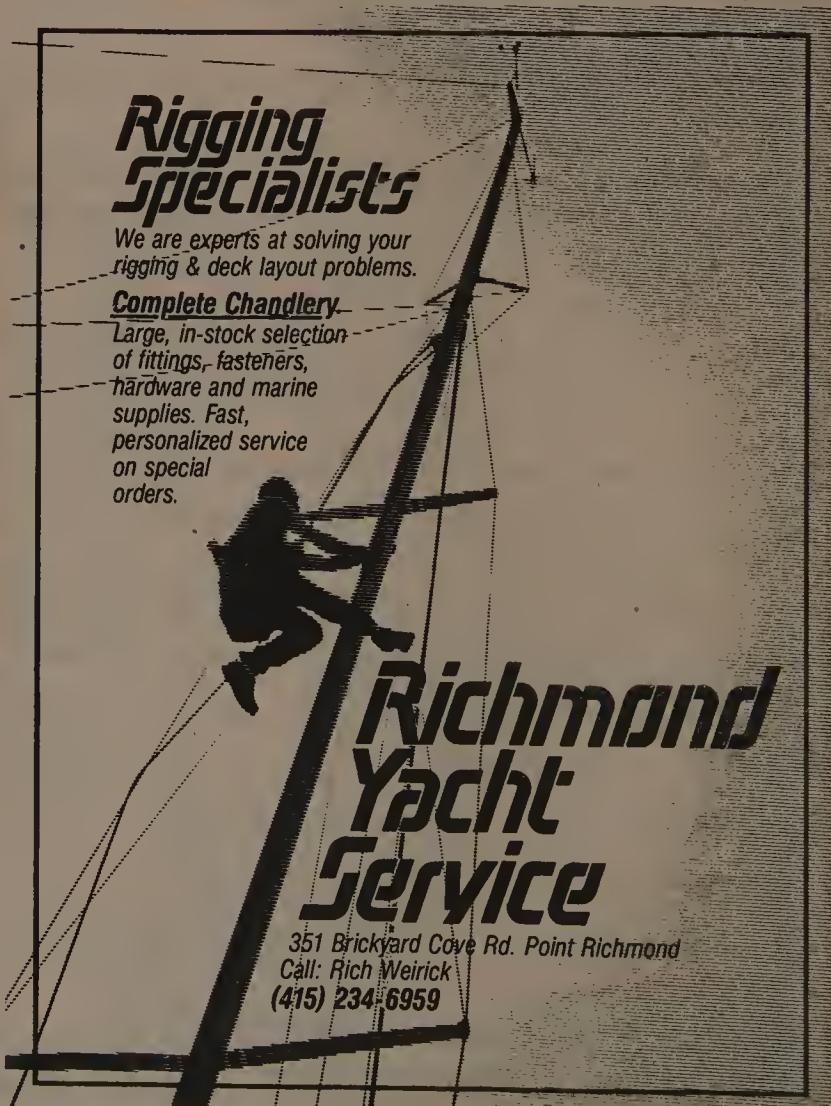
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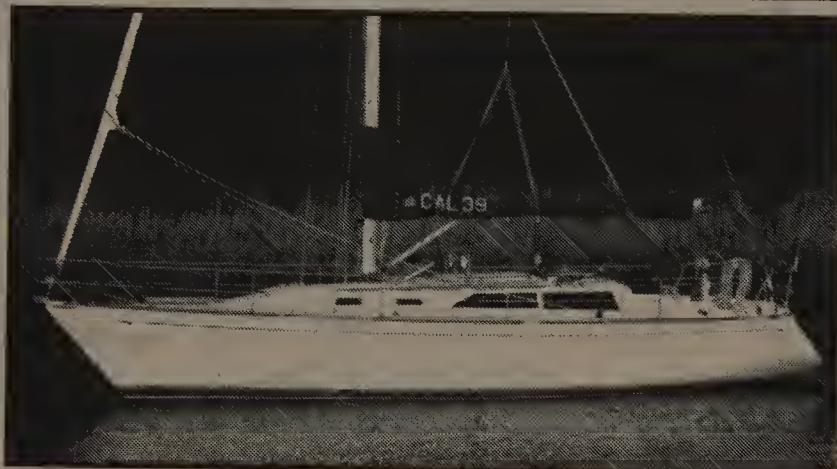
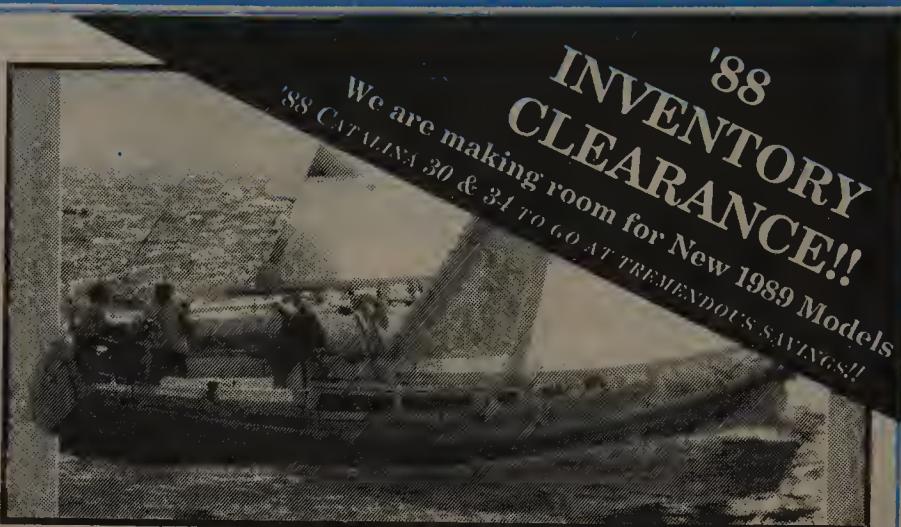


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LETTERS

"What about the redwood deck we were planning?" I asked.

"We don't need a deck. We *need* a radar."

"Yeah," I said, "well, I'll do some looking."

Now I ask you, what's a guy gonna do with a woman like that? I guess I'll keep her — but you know — it ain't easy.

Dave R. Case
Alameda

Dave — If you're starting to fantasize about spending your retirement laying around on some stupid deck, it's high time you begin worrying about whether Vickie's going to keep you.

As for exploring local lakes with a trailerable powerboat, it just isn't going to cut it, Dave, not after you've sailed the South Pacific.

↑↑WHERE TO FIND INFO ON THE IMPOSSIBLE VOYAGE

In the February issue you wrote about Chay Blyth's non-stop trip backwards around the world.

Can you tell me his boat size, the dates the trip started and ended, and the total time the trip took?

I would like as much info as you may have or can muster about Chay's trips and stats.

Tony Strong
Orange, CA

Tony — Angered because his 30-ft fiberglass sloop was unable to complete more than one third of a circumnavigation, Blyth decided he'd do a 'wrong way' or westabout (by way of Cape Horn, New Zealand, and Cape of Good Hope) circumnavigation. Sponsored by British Steel, he started the voyage from Hamble, England in November of 1970 aboard the 60-ft flush-deck steel (what else?) ketch called (what else?) British Steel. The 18-ton displacement boat had been designed by Robert Clark. Two-hundred-and-ninety two days later Blyth and the boat arrived back in Hamble, apparently no worse for the wear.

For more detailed information, we suggest you read Blyth's account of the journey in the book, *The Impossible Voyage*.

↑↑LIKE NEW CONDITION

I have been reading your fine rag for as long as I've owned my boat, making it about eight years now. With the help of many of your advertisers, I have managed to keep my 25-ft U.S. Yacht looking like new. The one sad exception has been my sails. I have had them cleaned half a dozen times over the years at various sail lofts in the Bay Area. They always came back cleaner, but definitely not in "like new" condition. The ground-in dirt from the shrouds, spreaders and bow pulpit, for example, would always still be there.

Last December, when I was again unhappy with the appearance of my sails, I decided to try something new. I'd read about a company in Pennsylvania called Sail Care that supposedly not only cleaned sails but also "resined the material, coupled with water repellent, fungicidal and ultraviolet filtering agents".

I had never heard of the process. Asking around at Marina Bay, nobody else seemed aware of it either. Since no local loft offered the service, I decided to take a chance and mail my sorry-looking, eight-year old sails back to the company.

Several weeks later a large box arrived at my home from Sail Care. When I opened the box I was really pissed off. The company had obviously made a mistake, for the sails in the box couldn't have been mine. But wait a minute! I recognized a clew; then the head of the jib looked familiar, too. They were, in fact, my sails after all, pure white and shining like new! Excited, I spread them out all over the living room. Gone were the dark areas of ground-in

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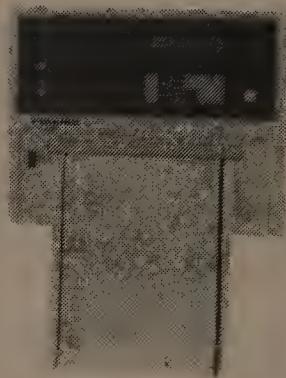
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LETTERS

dirt; the sails didn't look even a year old!

Sail Care had also replaced some grommets in the main, repaired some chafed areas from the slides and made several stitching repairs.

Except for some *Classy Classifieds*, I have never written to *Latitude* before, but Sail Care's service is too good not to pass on. I don't know if you folks are familiar with the process, but I highly recommend it. Is there anyone in the Bay Area doing the same kind of service and repair on old sails? If not, Sail Care can be reached at (800) 433-7245. Or, you can write them at 410 9th St., Ford City, PA 16226.

One last thing. Several months ago you recommended that an out-of-town couple take their chartered boat to China Camp for an overnight stay. Normally I sail The Slot and then spend the night at Angel Island. When I read your recommendation for China Camp, I pulled out my chart for San Pablo Bay and found China Camp to be next to the Sisters. From what I can see, if you get out of the channel there's only about two feet of water to float on. I don't get it. Is there docking space my chart doesn't show? I would like to check it out, but my boat needs at least 3.5 feet of water. Is there somewhere near to drop the hook overnight?

Keep up the good work; I pour over each page every month. I especially like the way you "call them the way you see them" and the honest and straight talk. In a complicated world, honesty is a refreshing thing to find.

Bob Harrison
Byron, CA

Bob — Anchoring at China Camp would leave you high and dry. What we meant to suggest was anchoring off McNear's Beach, which is just before you come to China Camp. We've anchored there a number of times on boats drawing more than six feet and had no problem.

We're not familiar with the Sail Care process and aren't sure if any of the local lofts offer the same service. We personally don't like to clean our sails; the dirt and dried blood smeared on them make us feel macho.

↑↑WHAT ABOUT THE ONE BEFORE?

On page 93 of the March issue you make reference to the "first ever singlehanded TransPac" that's to start from San Francisco in 1989.

What about the Singlehanded TransPac sponsored by the Slocum Society and the Royal Nippon Ocean Racing Club? That race started from San Francisco in 1969 and the participants included Eric Tabarly, Jean-Yves Terlain and Jerry Cartwright (who had to drop out in Hawaii because of a head injury). In all, four boats finished the course.

I was race committee chairman of that event and Peter Salz' then-new *Bohemia* was the race committee boat.

W.B. Hickman
Rockland, Mass

W.B. — We had a case of brain fade when we wrote that. For not only was there the '69 Singlehanded TransPac, but another one in the early 80s (a race in which Linda Weber-Rettie Newland competed against a group of Japanese sailors.)

↑↑MEXICO 20 YEARS AGO

In your "Some Like It Hot Rally" article, you mentioned that over 400 boats were expected. That got me to thinking how it was in Mexico less than 20 years ago.

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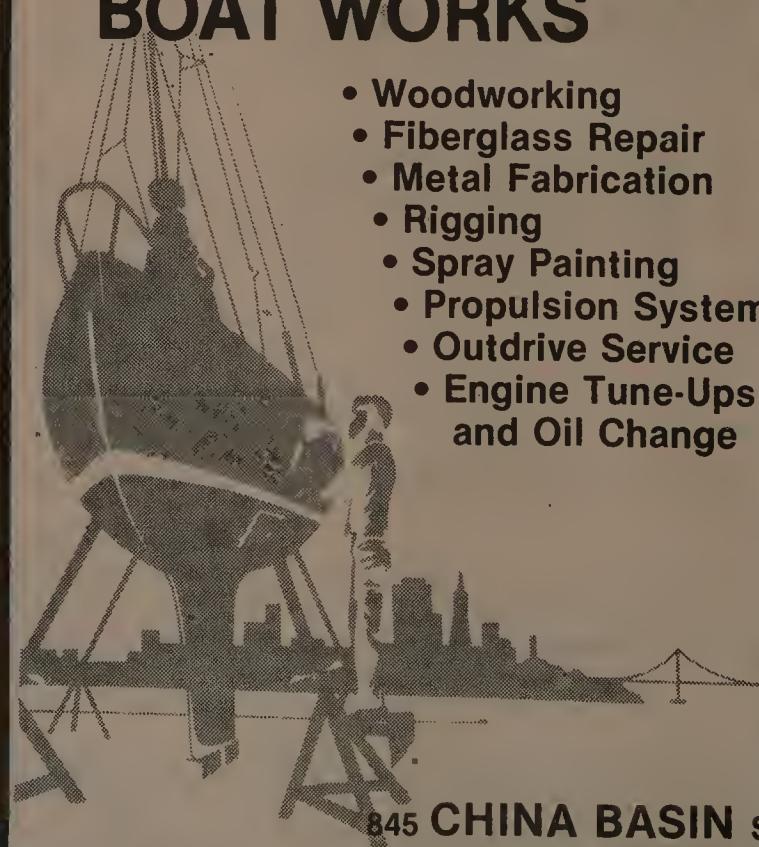
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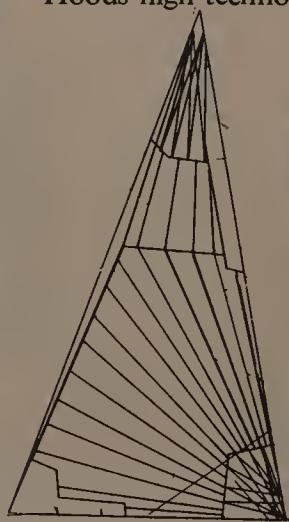
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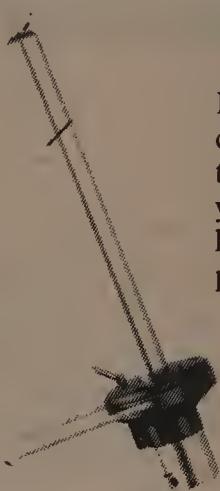
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LETTERS

between Cabo and Los Frailes, I caught 12 marlin and a sailfish. My friend caught seven marlin and a dorado. All were tagged and released. There were so many tasty fish that nobody would eat



The Inner Harbor at Cabo, a far cry from 20 years ago.

marlin. During our time there we saw only two sailboats, both at Los Frailes.

I took my Cheoy Lee 50, Orient Star, to Mexico for the first time in 1972-73. Only a couple of boats were anchored out at Cabo and the Inner Harbor hadn't been dredged. We never saw more than two sailboats at any anchorage on our way to La Paz. I do remember seeing sailmaker Peter Sutter trying to sail between Muertos and La Paz. Of course, the wind and current were against him in the channel between Las Cruces and Cerralvo Island. When we found 12 boats at anchor in La Paz for Christmas, we decided to move to Pichilingue to get away from the crowd. Most of the time we had that secure anchorage all to ourselves.

After Christmas three or four boats came out from La Paz, so we moved to Isla Partida, where we again never had to share an anchorage with more than three boats. On the way to Mulege and Concepcion Bay, the coast was devoid of human life except for a few shark fishermen. There were two boats at Puerto Escondido and another besides ours at the 'Waiting Room'. Up at Punta Pulpito we put a spotlight over the side to catch bait fish. Good-sized yellow tail moved in on the bait, however, and we caught and released fish until we were exhausted.

I've been back to the Sea of Cortez several times since that trip and each time I've seen more boats and fewer fish. But even with 400 boats, those waters still offer some of the finest cruising I've seen between here and New Zealand.

It's not mentioned much, but my favorite route from San Diego to Cabo is to leave San Diego about noon and pick up Isla Guadalupe the second morning. Melpomene Cove is a good anchorage except in south winds. There used to be plenty of small abalone and lobster available.

The best way to handle the small abalone is to use a hand-crank meat grinder. Save the abalone in your freezer until you find a shrimp boat that has squid to trade. Grind up the abalone and stuff it into the cleaned squid, then saute in spaghetti sauce. You can also make meatballs out of the ground up abalone. As Euell Gibbons said, "Man, those abalone balls are the best part of fish."

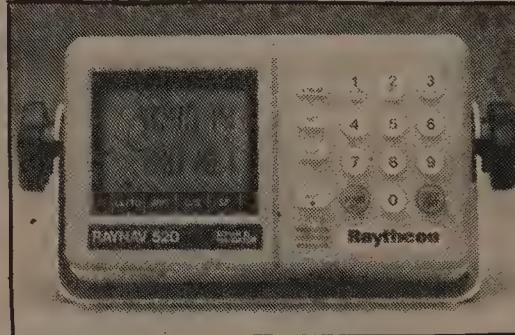
Anyhow, it's usually a broad reach to Guadalupe. Then, if you sail to Turtle Bay you will be on another reach. From there on you have to join the other sailors in rolling downwind, but you will have had some good sailing. Also, on the first trip, I traded a bottle of scotch for a large water bucket of 4 to 5-inch headless shrimp. They looked like baby lobster.

Ernie Copp
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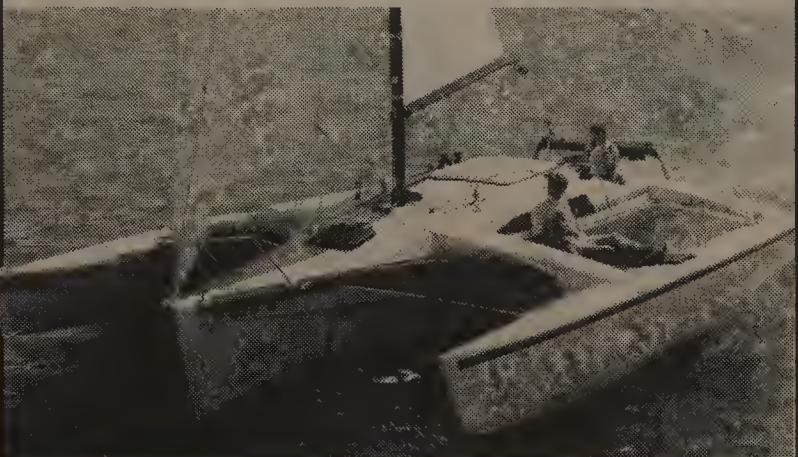


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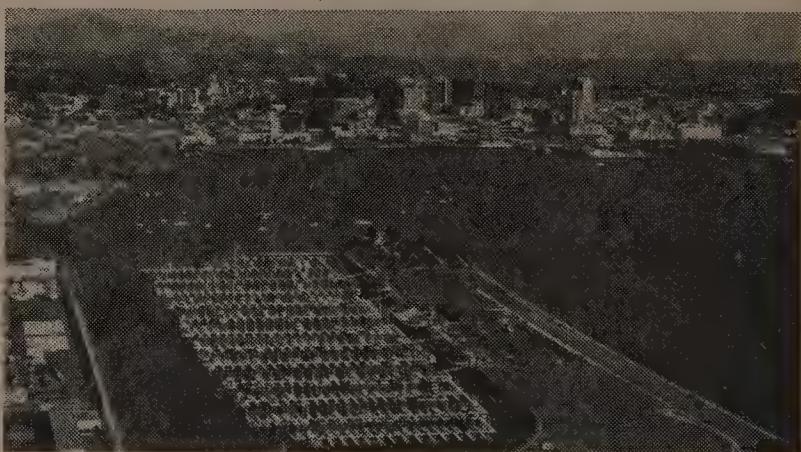
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LETTERS

↑↑HOWEVER, FOR THE TIME BEING . . .

I am a second year subscriber to your magazine and look forward to its arrival each month. Although I subscribe to other 'slicker' journals on sailing, I really enjoy the local point of view of your articles and advertisements.

Like many of your readers, I dream of someday doing the long cruise and submitting *Changes* from balmy and exotic ports of call. However, for the time being I must content myself with weekends and vacations on my 17-ft Venture. Because of my present small boat orientation, I was excited to read your *Truckin' to Mexico* article in the March issue and by the previous articles on Sacramento Delta cruising.

What would really make me ecstatic is to see some sort of regular feature on trailerable — preferably easy-loading — sailboats. Articles comparing different boat and hull designs, as well as places to cruise these smaller boats. It would be a great service and might find an audience you hadn't considered before. It would also be interesting to know of any clubs or organizations that are concerned with smaller, trailerable sailboats.

Once again, I feel you have a dynamite magazine, one that might reach even more lovers of sailing if you could find a little space for the small, trailerable sailboat cruiser.

Mark Leldy
Sebastopol, CA

Mark — You and some other folks may not want to hear this, but we think if you're halfway serious about sailing in Northern California and dream of far horizons, you're not going to want to limit yourself to venues such as Whiskeytown Dam, Clear Lake, Folsom Lake and Huntington Lake. Sure there's good sailing at these places — we cover some of the major races — and some terrific people. Nonetheless, the finest and most educational sailing in Northern California is to be had on the waters of Lake Tahoe, the Delta, and San Francisco and Monterey bays. Our advice is to get a boat — or sail on someone else's — that's appropriate (it could be trailerable) for these challenging waters.

Actually, you've given us a good idea for an article; "Minimum Bay Boats". We'll get somebody cracking on it soon.

↑↑NUMBER ONE IN NUMBERS

In the March *Loose Lips* the question was asked, "What's the most numerous production sailboat?"

While we certainly cannot compete in numbers with the likes of Sunfish, I thought it might be interesting to note that with about 7,000 units sold, the Catalina 27, by quite a wide margin, is the



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Sure, some companies pulled back in areas other than the ones we've read about. In anticipation of this we've already made the right moves to keep our markets open to assure you that you'll get the same low rates and complete coverage as you've always had.

THERE'S MORE AND IT'S GOOD NEWS!

Call Grace Goodrich or Debbie Miyanaga if you'd like to hear more.

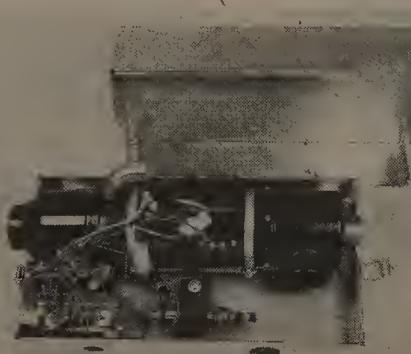
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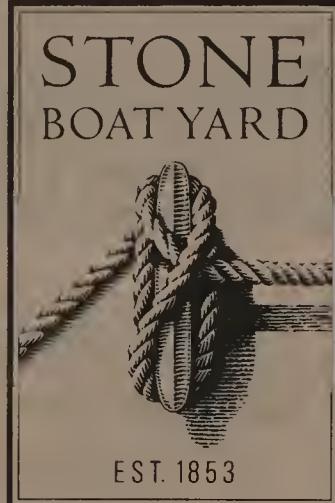
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LETTERS

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For more information on the Catalina 27 International Association, people can write me at P.O. Box 1389, Sunset Beach, CA 90742 or call (714)-840-6444.

Mary Pickard
Secretary, International Catalina 27 Assn

Mary — One guy even did a circumnavigation in a virtually stock Catalina 27.

↑↑ AN INVITATION TO YACHT CLUBS, ENTREPRENUERS AND ADVENTURERS

A series of coincidences led me to write this letter, the latest being the successful assault on *Flying Cloud's* New York to San Francisco record.

What I have not seen or heard mention of is any attempt at the west to east return passage from San Francisco to New York. The record of 76 days, 7 hours was set by the extreme clipper *Comet*.

I own the sailboat to break *Comet's* record, and there's just enough time now to break the record this year before the dead of winter sets in a Cape Horn. A Cape Horn winter, however, should not necessarily be a deterrent. *Flying Cloud* left New York on June 2, 1851 and recorded a time that was just 13 hours slower than her 1854 record that was only recently broken. Of concern to me is the competition that will inevitably arise to break *Comet's* record.

My boat is *Lively*, a Bruce Farr 65-foot sharpie, which many of you may have seen cavorting around the Bay before she went south on last year's Oakland to Cataline Race. Designed and built into *Lively* is the strength and speed to challenge *Comet's* record.

As an added feature, *Lively* has 750 cubic feet of positive wood and foam flotation, thus in case of even holing, there would be no more than 18 inches of water in the main cabin.

If I could be rounding Cape Horn right now instead of writing this letter, I would. But I need assistance. I need sponsors and I need money to defray some of the costs of the boat and the expenses of the trip. In exchange for such monetary help, I would make the boat and Shoaldraft Sailboat Company available to publicity and advertising campaigns as well as fundraising for other good causes. I would also be willing to share television and video rights as well as advertising revenue. With enough support and sponsors, everyone could come out ahead.

Although *Lively* was launched in 1987, she was not commissioned until late that year and was hardly sailed until June of last year. She's as good as a new boat and her fittings have been x-rayed. My associate, Mike Trcka (Annapolis grad, U.S. Olympic team, 7-year carrier pilot, captain of Frers 46 that survived the Fastnet Race), says *Lively* could be ready for an assault on *Comet's* record in less than three weeks. We're that ready. All we need is the publicity and sponsors.

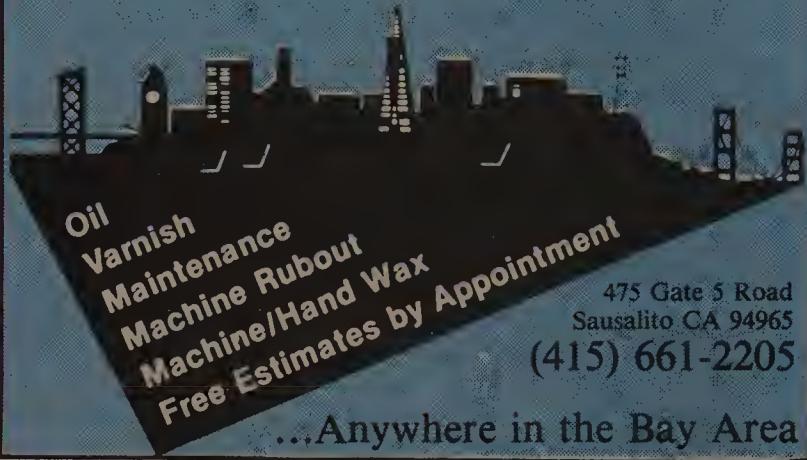
About the coincidences. Back in 1931, when I was 11-years old, Capt. William Barnes, then in his mid-80's, gave me an oil painting of the clipper *Comet* that hangs in the aft cabin of *Lively*. I have put the painting up for sale; the first appraisal put the value at between \$12,000 - \$15,000. Given a year for research and advertising might increase the value of the painting substantially, as it might be the only picture of *Comet*, holder of eight speed records, under full sail. There is an outside chance the painting was done by an eyewitness.

I would like this beautiful and exciting oil painting of *Comet* to find a snug harbor in San Francisco or at least the west coast. Although Maryland, New York and the Northeast takes credit for the age of extreme clippers, it was the Gold Rush that provided the impetus for it all. *Flying Cloud* is the flagship for the Northeast; I

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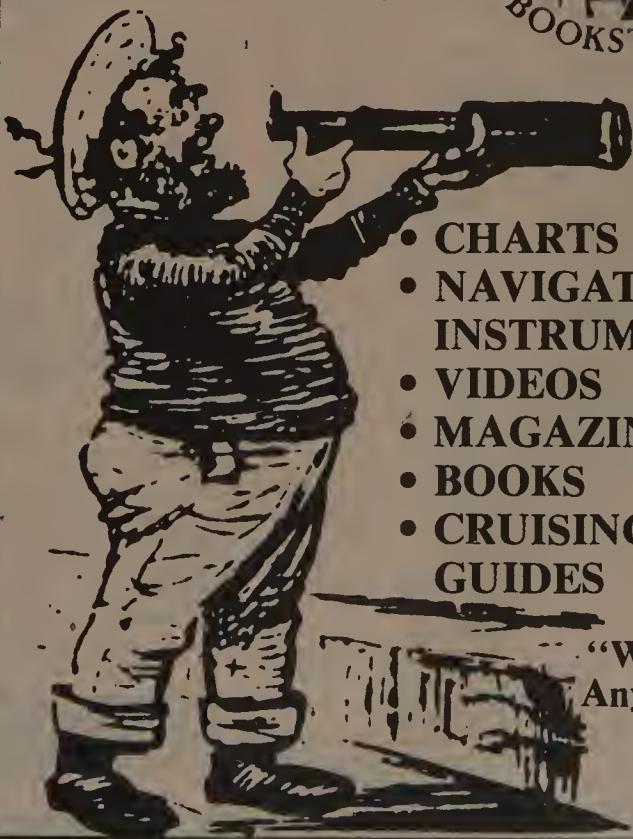
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LETTERS

say let *Comet* be the flagship for the West Coast. Putting this painting up for auction with the understanding it is to be donated to San Francisco and the West Coast might well raise a good part



The foam flies from 'Lively's' lifting rudder.

of the money needed for a *Lively* challenge on *Comet's* record.

I do hope I have presented an interesting project and that groups or individuals on the west coast will want to be sponsors of the challenge and help locate others. Of utmost importance is finding an individual or organization that can make the most of the opportunities this project offers. Please send me any ideas or leads that will help such a West to East clipper challenge become a reality.

Robert Haberman
Post Office Box 6125, Point Loma, CA

↓↓SOMETHING FOOLISH

My wife could see it in my eyes the first day I came back from the marine stores . . . they hadn't gotten the March issue of *Latitude* in yet.

"Don't worry honey," she said, "it'll be in tomorrow."

So I waited until the next day. Still nothing. More frustration. My wife gave me the current issue of *Cruising World*. Nice pictures, but . . .

The third day I went in there was still nothing. I started to stutter and then I got these funny kinks in my neck. Then I heard the worst news of all; there was a possibility that you would not be distributing down here in Lotus Land anymore. I had to go down to my boat right away. This was serious. Does the editor realize how many lives he would disrupt if he did something foolish like cutting us off?

Then a thought occurred to me. Get in the car, drive down to West Marine, pay the dollar for that February copy, tear out the subscription form, fill it out, then mail it in. Then get back in the car and drive to San Francisco in order to get the March issue.

So, if you'll accept my subscription and start with the April issue my mental state would be grateful. Now if you'll excuse me, I've got some driving to do.

Garry Willis
Marina del Rey

Garry — We're continuing *Lotus Land* distribution at selected locations, but it's true, at most places you'll have to pay for your copy. *Lotus Landers* who don't want to subscribe or pay for their 38's have a simple alternative: move to Northern California. Bolinas, for example.

↓↓THE ANSWER IS 'YES'

On page 83 of the March issue, you asked the question, "Are you a longtime [berth] renter?" I would like to answer that question with a 'Yes'.

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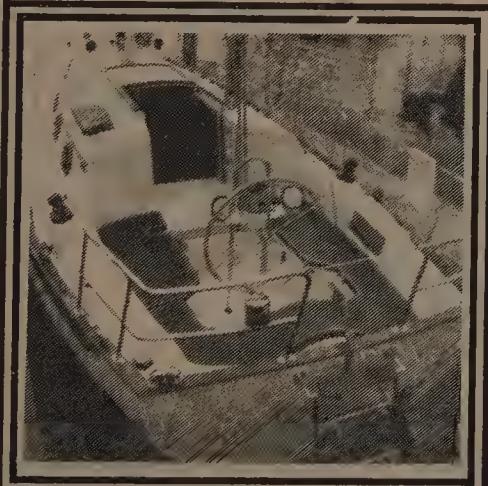
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LETTERS

I own the Bird boat *Curlew*, which was built in Sausalito at Madden and Lewis in 1922. In 1963, my father bought *Curlew* from a Sausalito resident, Mr. H. Breece, who had owned her for the previous 12 years. When purchased, *Curlew* was berthed in the Sausalito Yacht Harbor in the same berth as she occupies today. I can thus account for the last 26 years and would like to suggest that *Curlew* may have been in the same berth since the early 50's — over 35 years!

You may question my statement and I will admit the harbor has changed significantly during our stay. We have gone from berths with only single-sided access to the double-finger berths of today; from sitting on the mud at low tide to a good deep water harbor. Why they even relocated the pier to get it off an underwater city street during our stay.

Through all the changes in the harbor, *Curlew* has remained in the same berth — even though the berth is no longer in the same place.

Robert Rogers
Sausalito

Robert — That's some record — we wonder if anybody can top it.

With regard to the Bird design, it has a timeless beauty. Just last weekend we watched hull #3 — is she Curlew? — sail along the Sausalito waterfront. There wasn't a sweeter looking boat in sight.

IS THIS THE WAY IT SHOULD BE DONE?

As I was enjoying the March issue, I was struck again by the appearance of yet another 'booze story' about California sailing. This one, like the others, got me thinking; but this time I was finally galvanized into writing something about it.

The scenario, like the others that have appeared in *Latitude* in the past, describes a group of buddies, seriously hung over from the night before "at the yacht club", winding their way out for a sail (or whatever), only to find themselves either sleeping it off down below or not remembering exactly what happened the night before (or was it two days ago?). Then the storyteller regales us with tales of the horrible things about to happen because either the crew is getting drunk — again — or is still asleep from the previous night.

The only missing ingredient to all this should have been stated in the last sentence of "Come on baby, do the locomotion" (page 99, *Sightings*). To wit, "All it takes is a little effort" — and a little beer.

Has it ever occurred to you that articles like these are a little silly appearing in a magazine that often editorializes about safety and responsibility on the water? Or are you just putting us all on with that responsible stuff you so eloquently write about?

I know, you're just being humorous or funny or witty and don't mean any harm and all that. But just think of the people new to sailing who ask themselves: "Is this the way it should be done? Sounds like fun, doesn't it?"

You may think I'm being overserious, but just think about what you are promoting when you publish stuff like "Come on baby, do the locomotion".

P.S. We have returned from Australia where our boat awaits our return. We plan to work in Silicon Valley for a year, then return to Australia to continue our 'normal' way of life.

Please don't take offense with this letter. I simply want to highlight my concern over a very serious problem in Northern California; drug and alcohol abuse. Sometimes your magazine appears to be such a contrast, almost at cross purposes with itself. I hope you take my letter with the intent with which it was written.

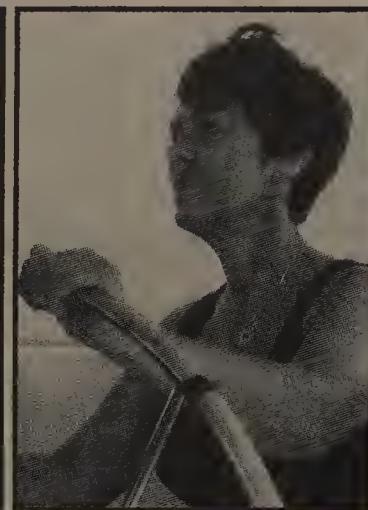
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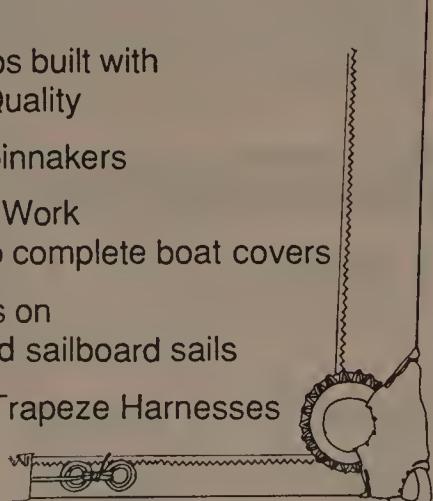
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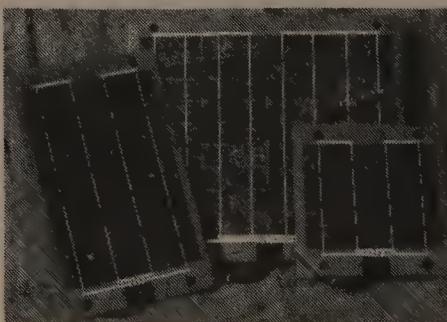
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LETTERS

John — We take no offense to your letter — in fact we admire you for taking a position that might invite derision from hard-drinking, small-minded peers.

Nonetheless, we think you have to appreciate that Latitude's subject matter is a mostly recreational and relaxing activity. We write about what people do on the weekend (or out cruising) to unwind from the monumental stresses of a week (or years) in the fast lane. And what a lot of extremely responsible sailors do from time to time is drink — sometimes even to the point where they drop their outboard motors off the back of their boats.

If somebody wants drink so much alcohol that they drop expensive equipment overboard, we figure that's their business. And we're going to laugh and write about it, because it's funny.

Where we draw the line is when somebody's drinking has a negative effect on other people, be it children, spouses, jobs, people in other boats or cars, etc. There are countries in Europe where the first drunk driving offense loses your license for a year and the second offense loses it for life. Sounds about right to us.

While booze certainly can be abused, we think you have to remember that it also 'works' for a lot of people in the sense that it allows them to step back, laugh and recall the importance of keeping everything in perspective. There's even medical evidence supporting the benefits moderate drinking has on the heart.

Our laissez-faire editorial attitude toward booze is probably based on our personal experience, which to date has been all laughs and no grief. Be that as it may, we've very interested in hearing what other readers have to think about this subject.

↑↑WHAT'S WITH MY CALCULATOR?

In the article about Flying Cloud's record Cape Horn journey, you have it that Captain Creesy recorded an average of 222 miles a day.

Using the formula of 60 times the distance divided by time, then multiplying the speed times 24 hours, I get 195.7941 miles a day average. Which works out right.

What did my calculator do wrong this time?

P.S. Could Captain Creesy have been aggrandizing things? I calculate that 222 statute miles becomes 195 nautical miles.

Alan Wells
Honolulu, Hawaii

Alan — Your equation baffles us — what's all this business about multiplying by 60? All we know is that our 8th grade algebra teacher at Montara Junior High in Oakland, Miss Contano, taught us that distance divided by time equals speed.

We quoted Flying Cloud's log directly when we wrote: "Anchored in San Francisco Harbor at 11:30 a.m. after a passage of 89 days 21 hours. Distance run — 17,597 statute miles. Daily average — 222 statute miles."

All right then, 17,597 statute miles (distance) divided by 89.875 days (time) equals 195.7942 statute miles per day. Hmmmmmm, you raise what seems to be an excellent question. All we can figure is that ol' Perk's calculator must have needed new batteries.

Latitude 38 welcomes letters on matters of interest to sailors. All letters received are presumed to be for publication unless otherwise indicated. Letters don't have to be typed, but they must be legible — signature included. When possible, leave a phone number so we may contact you in case a clarification is required. Because of the number of letters received, it's not possible to publish them all. Interesting letters without time value are sometimes held for several months in order that they might be published. We reserve the right to edit all letters for the enduring qualities of clarity and brevity.

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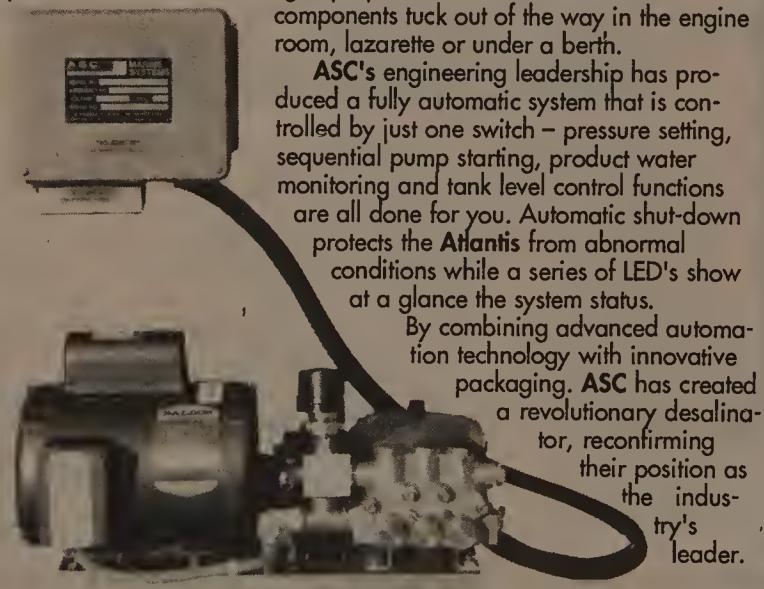
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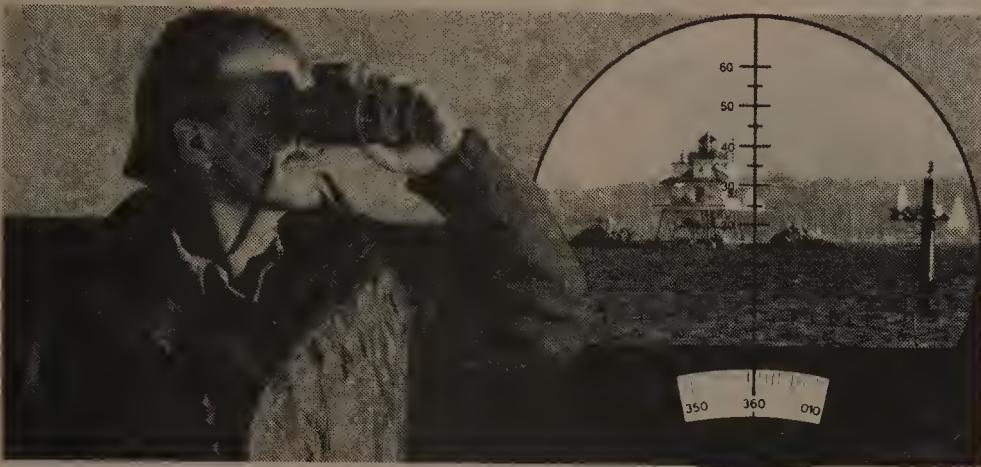
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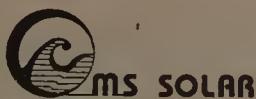
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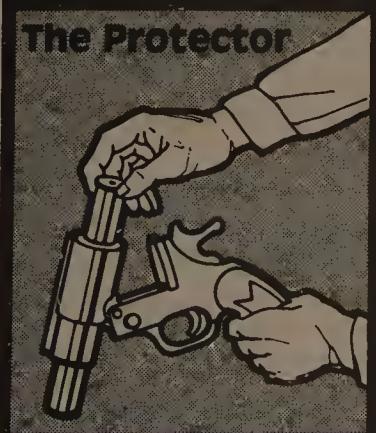
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LOOSE LIPS

There is no second.

Sad to say, but the creative stunt pulled off in February by the local Express 27 fleet didn't win the \$10,000 prize from radio station KFOG. The nine-boats abreast spelling out the station number and call letters on their spinnakers certainly had our vote, especially in the degree of difficulty category — it ain't easy keeping nine race boats even with each other! Anyway, fleet rep Leon Daniel says as far as impressions (the contest was for the best promotion), the E-27s had three times as much coverage as everybody else. But in the end, the guy with a big neon sign he parked on Waldo Grade won.

The Express fleet planned to spend the prize money on the molds for the 27, which has been out of production for a few years. That's still in the master plan; it'll just take a bit longer now. In the meantime, it's business and racing as usual — except to take KFOG off the radio memory button.

Have sign, will travel.

Tom Leweck, one of the most sought-after navigators on the West Coast grand prix circuit, hangs a sign above his "office", i.e. the chart table, on the boats he sails on. As you can see from the accompanying photograph, it's not exactly a welcoming mat. But is

TOM'S NAVIGATORIUM
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the warning effective in discouraging Magellan wanna-be's from messing with the navigator's domain? "It works great," laughs Leweck, "for about 15 minutes."

New Boat Owners.

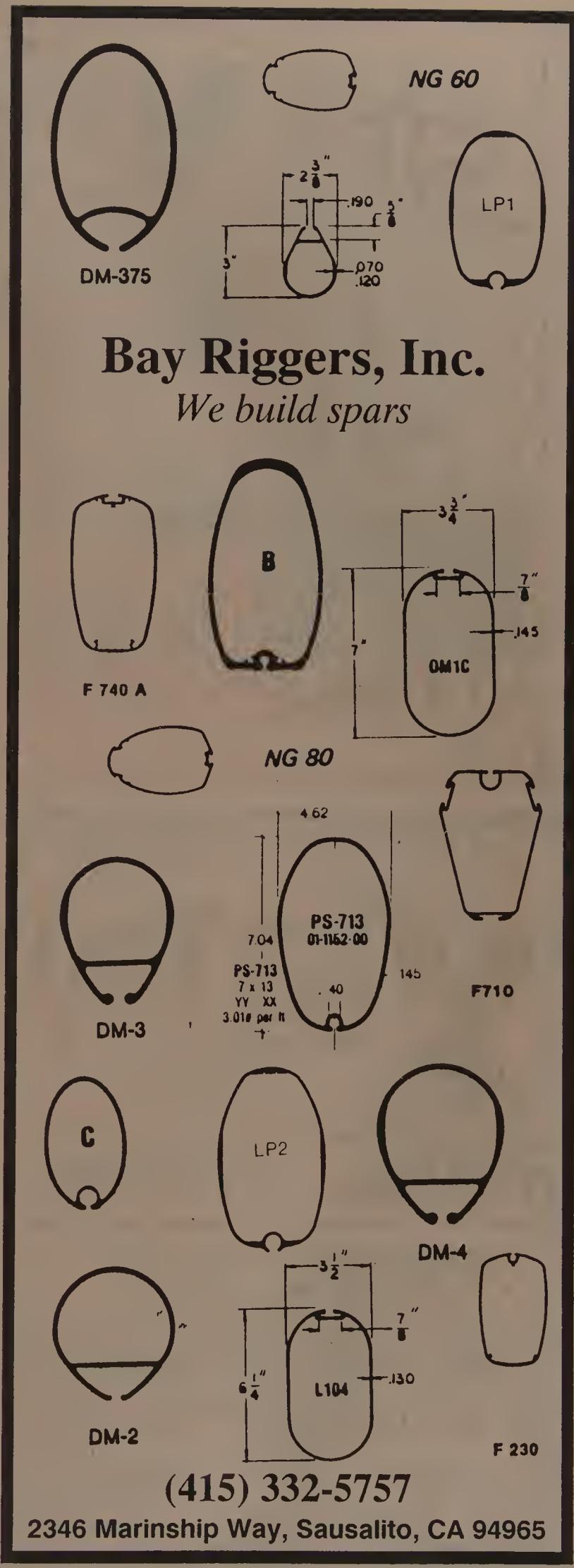
We'd like to note a couple of new boats and their owners this month. First are Bill and Pennie Needham, who recently purchased the first Crealock 37 built at Pacific Seacraft's new Fullerton plant. Former Cal 2-27 owners (of *Pearl*), they plan local cruises initially, with an eye toward one day sailing out the Gate. The boat was purchased through Bill Gorman's Alameda brokerage.

The second boat is a Sabre 34 bought at Charles Thomson Yachts by Gwen and BJ Bramlett of Foster City. Gwen and BJ learned to sail at Olympic Circle Sailing Club, which is where 5150 (hospital jargon for "out of control") will charter when the Bramletts aren't enjoying her.

Do you have a new boat and great plans? If so, let us know. We'd like to make "New Boats of the Month" a regular feature of *Latitude 38*. If your broker doesn't have an information form, just jot down your name, the type of boat and a few particulars such as type of sailing you like to do, where the boat will be slipped, etc., and send it to "New Boats," *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966.

Sailmaker shuffle, part XIV.

We're happy to announce that the Sausalito UK loft is back in business. Tim Parsons picked up the franchise after the loft's slow-



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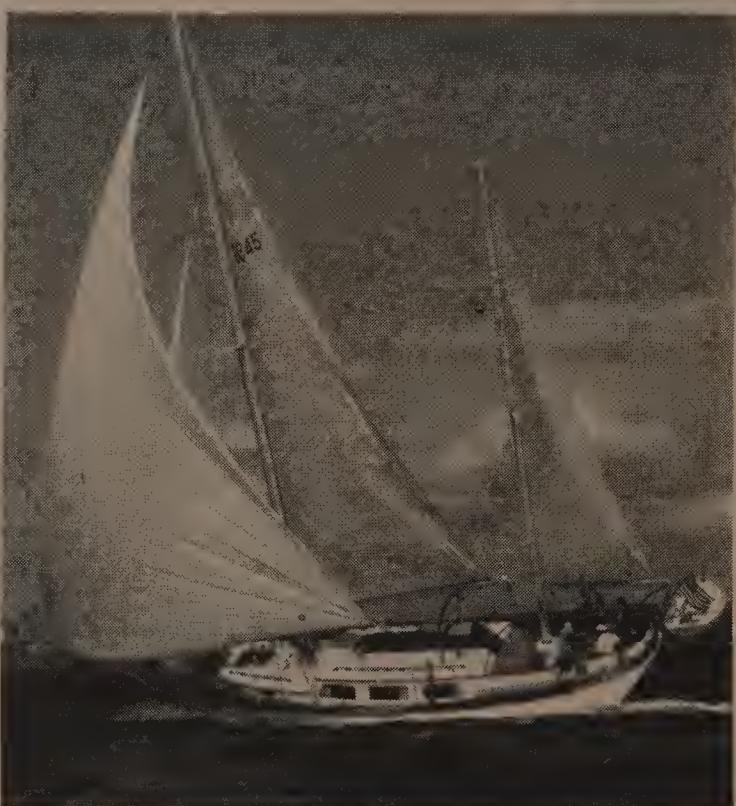


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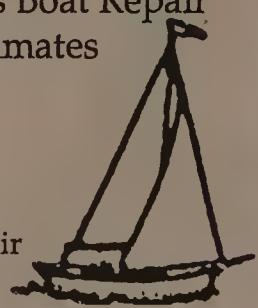
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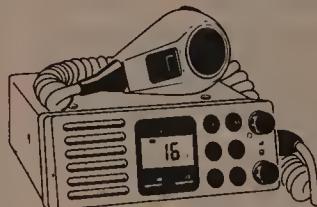
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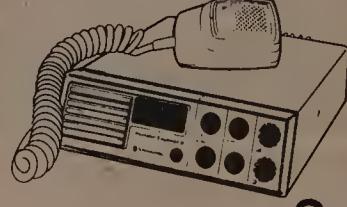
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LOOSE LIPS

down last year, and has brought it back up to speed with many of the same crew. If you're interested in any facet of sailmaking from dinghies to IOR battlewagons to cruising sails — and repair, of course — they're worth a look. Tim's phone number is 331-9254.

Boat name of the month.

Our favorite boat names are usually the ones hastily silver-taped to the transom on the morning of the race, such as this one spotted on a J/24 at the St. Francis YC Spring Keel Regatta in early March. Long live the First Amendment!



Incidentally, we hear through the grapevine that Salman Rushdie is spending his time in hiding productively. He's almost finished with his next book, *Fatso: The Story of Buddha*.

Nautical headline of the month,

Comes from the March 28 issue of the highly respected *Weekly World News*:

"New Shocker In The Devil's Triangle!

MAN BURIED AT SEA IN 1926 FOUND ALIVE!

A 54-year-old yachtsman who died of cancer and was buried at sea in The Devil's Triangle on March 24, 1926 was pulled from the ocean two weeks ago by fishermen who spotted his white canvas body bag bobbing in the waves. "Where am I?" he asked stunned rescuers."

Mind you, this was just the front page headline; 'the rest of the story', as it were, was tucked away inside the magazine. We got so distracted by the other headlines — "Skinny Hubby Is Trapped Under 360-lb Wife's Corpse For 3 Days"; "Mom Blows Tot's Head Off For Munching Cookie Too Loud"; "Miracle Nun Floats In The Air And Heals The Sick!"; "Half-girl Wears Shoes On Her Hands And Wants To Be A Doctor" — that we forgot to buy the mag and read the details of the 117-year old yachtie's rescue. Damn!

You're never too old...

Remember Josh Taylor? We ran a story on the crusty sailor who began building his own boat at age 67. Not only did he complete the 36-ft Comitan, he spent the next 11 years cruising it, mostly singlehanded, around the world. Anyway, we are happy to note in the latest Slocum Society Newsletter that Josh was awarded the Society's Voss Medal for circumnavigating with more than one person. Congratulations, Josh.

And while we're on the subject...

Talk about drive. In the same issue of the Slocum Society Newsletter was a short blurb about David Sinnett-Jones, an Englishman who also recently completed a circumnavigation in his Spray replica. (Slocum Society members all sail replicas of Josh Slocum's famous boat.) When he started the project, Sinnett-Jones was 57,

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LOOSE LIPS

and had lost one lung and part of his heart to cancer, and one eye in a car accident!

The truth unfolds.

"I had no difficulty noting your article on the foldup boat in your December Sightings," writes Gary Curtis of Long Beach. "I too have been working with such a method with one very big difference. After thinking I had invented something new, I found out that Mr. Claes Lundstrom of Stockholm, Sweden, beat me and Brent Swain to the patent office both in Britain and the U.S."

"I negotiated a license agreement with Mr. Lundstrom where I am protected by his patent, paying him royalties for the privilege. I have since invested much time and effort into developing a computer-generated design system to produce my designs and construction patterns for a family of sailboats I call Noble Yachts (my middle name). At this time our 45-ft hull number 1 is nearing completion, while hull number 2 is lying flat on the ground ready to fold up."

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Anyone interested in this known — but certainly not unique — boatbuilding method should check out our operation here in Southern California."

— gary n. curtis
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Just married — and just moved.

After a pre-nuptial honeymoon sail to St. Martin and St. Barts, Chris Harlocker and the former Susan Redmond (seen snuggling during the passage from Tintamare and Ile Fourche) made it



official during a lovely ceremony on the island of St. John. According to several Northern California eye-witnesses who flew down for the ceremony, the after-the-parents-left part of the reception stretched the outer limits of wild and crazy fun.

Chris, a longtime Sausalito boatowner and employee of Edinger Marine, and Susan have relocated in the Virgin Islands. They follow in the path of former Sausalito resident/boat woodworker, Robert Wellesly, who along with his wife and child moved to St. Thomas last summer.



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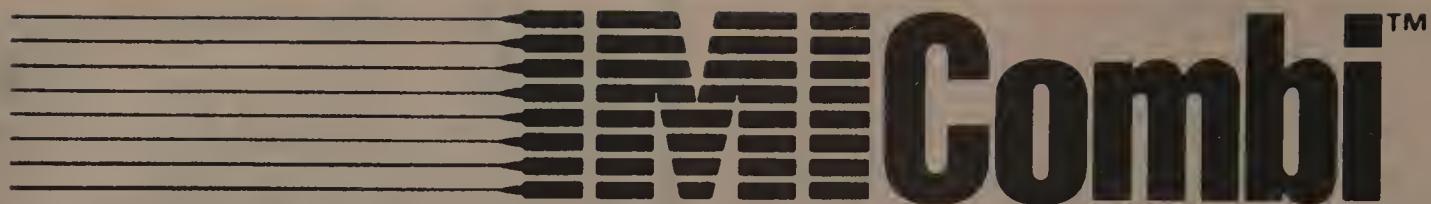
SWAN 36

The above New Swans are available for your inspection at the NEWPORT BEACH BOAT SHOW, APRIL 12-16. Call for particulars.

SWAN 42 "Sea Star" ('82). In absolutely stunning condition, this Holland design has extensive B&G instruments, Loran, (2) VHF's, SatNav, autopilot, engine driven and 110V refrigeration. Separate racing and cruising sail inventories, latter includes four Kevlar/Mylar 1986-1988. Located Southern California . . . **\$240,000.**

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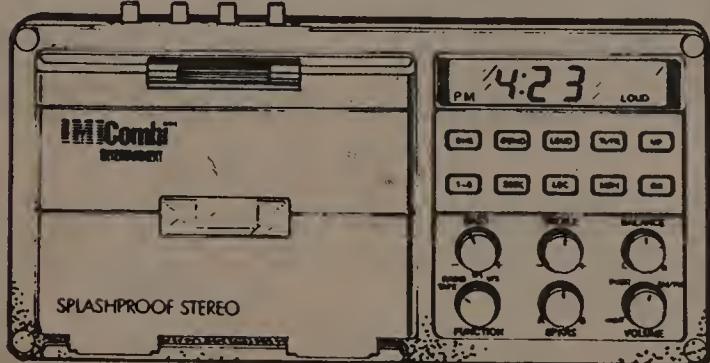
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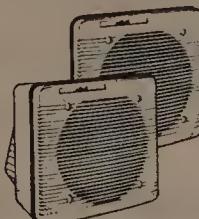


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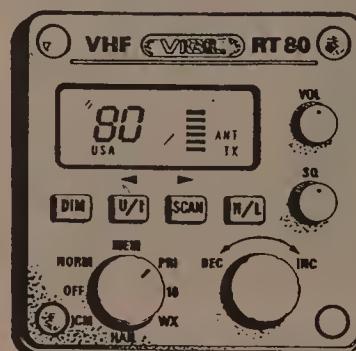


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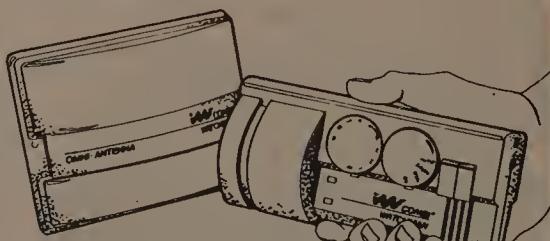


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LOOSE LIPS

Childhood's end.

In late March, *Thursday's Child*, the high-tech 60-footer that broke the clipper ship record from New York to San Francisco in February, was loaded on a trailer for return to her homeport, Florida. In one of those happenings that makes us realize just how iso-



lated the sailing world is from much of the general public, Perry and Deborah James of Boat Transit, Inc., had no idea what *Thursday's Child* had accomplished. To them, all it represented was a week's run South. Keep the shiny side up, good buddies!

But can she varnish worth a damn?

The following caption appeared in the Pet of the Month section of the April Penthouse: "For Simone, the most perfect evening imaginable would take place on a sailboat. 'My lover and I would dine on chilled champagne and fresh seafood, then make love on the deck. There's nothing like having the ocean mist to cool your body during the heat of passion.'"

Incidentally, the only way we know this is that someone told us. Our wife won't let Penthouse in our house even though all we'd buy it for is the great articles.

A nautical fiasco we're woefully sorry we missed.

Swans — the kind with wings as opposed to the kind with keels — look graceful and sweet. The truth is, they can be vicious. Three Bend, Oregonian folks bent on a little 'good samaritanism' last month can attest to that.

Here's what happened: A little boy was fishing in the downtown lake that's formed by the slowing of the Deschutes River when a female swan came up and took his bait. What happened to the bait is not clear, but it became obvious to three nearby Parks and Recreation officials that the female swan was choking on the hook.

The three potential heroes jumped into a canoe and took off in the direction of the ailing swan, hoping they'd be able to remove the hook. What they didn't count on were the protective instincts of a female swan's sweetheart. Unlike many humans, swans mate for life.

The male swan approached the canoe and then started attacking the man in the bow. The swan might as well have been an Exocet missile, for 15 seconds later the men were all splashing around in the icy water. Dumping the men wasn't good enough for the swan; he kept pecking at the men all the way to shore.

It had to be one of the great sight gags of all time.

We can all enjoy the comical aspects of it because nobody was seriously hurt. The men managed to escape without serious injury, the little boy went home, and the female swan had the hook removed and was released.

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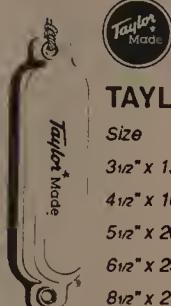
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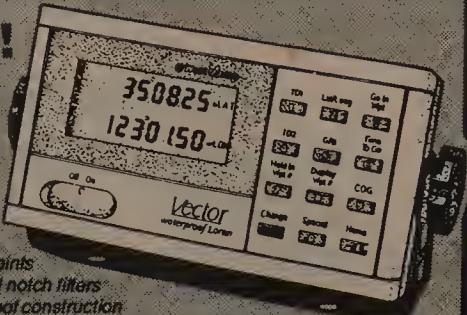
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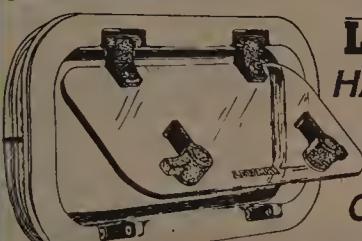
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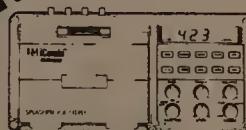
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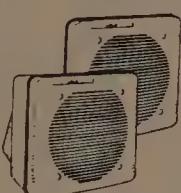
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SIGHTINGS

guardian angel on san pablo bay

On what was probably the coldest day in February, I took my 26-foot sloop sailing on San Pablo Bay. There wasn't much wind to begin with; later there was none. But it was still very cold.

Finally I got so cold that I decided to motor home. I started the engine, got the boat going about four knots, and went forward to secure the jib. On the way back to the cockpit, I slipped. The next thing I knew I was in the water.

I came to the surface, amazed to find where I was — and to see my boat motoring away without me. I then realized the water was *damn* cold, and that there were no boats in sight — except mine headed in the wrong direction. I had no life preserver and after two or three minutes, the cold water was really starting to get to me.

It was very hard for me to believe I was really in the water and that I was probably going to die in the calm waters of San Pablo Bay. With no help in sight, there was nothing for me to do but tread water until hypothermia got me; then that would be it.

I wondered what my father, a sea captain, would say. Then many memories of my life quickly passed through my mind. I wasn't so much afraid as continually amazed to be in the spot I was in.

Then I noticed my little sloop seemed to have turned — and was headed back in my general direction. After a few more minutes, it was headed directly toward me! I tried to swim toward the boat, but the effects of the cold made it very difficult for me to move. But my boat kept coming at me — in fact, it was about to run me down.

I grabbed the bow but fell off. Then I grabbed a stanchion, but couldn't hang on. Finally I grabbed the last stanchion and worked my way to the stern where I was able to haul myself back aboard.

Once out of the water, I was surprised at how warm I felt. But it didn't last long. I went below to dry off, but discovered I had no dry clothes or even a blanket. I turned on the propane stove and tried to warm up, but that didn't work. Finally I motored home wrapped up in a jib.

Once home, I stood in the hot shower until the warm water ran out. I was thankful, for I'd almost become a stiff never to warm up again.

I learned a couple of big lessons from the experience: Never go out alone without tying yourself to the boat; and, always have dry clothes and a blanket aboard. After all, next time my Guardian Angel might fly the coop.

— c.w. starrett

update on blisters — new hope for the daily grind

Sad but true — continuing research confirms that there are now three inevitable things: death, taxes and blisters on fiberglass boats. However, there is good news: The fixes available today will likely last the life of the boat (or darn near) and new boats being built are — with certain criteria met — more blister free than ever before.

That's part of what we learned recently by spending the morning talking with Fred Weiss, paint foreman a well-known local boatyard. Fred has become a recognized authority in the area of blister repair. He's often called upon these days to speak at industry functions such as last fall's meeting of boatbuilders, surveyors, boatyard operators and materials manufacturers in Long Beach. A big edge Fred has over other experts we've talked to is that he can explain this complex subject in terms chemistry illiterates like us can understand. Here's the latest on what's happening.

First of all, to understand basically how blistering, or more accurately, water damage, works, you need only be aware of three simple concepts. The first is that polyester resin, the stuff they use to lay up fiberglass boats, never cures completely. Which means that the uncatalyzed components remain "live," for lack of a better word. In fact, the hull of any polyester-based boat is filled with these "free radicals," kind of like Berkeley in the late '60s. These things actually move through the matrix of resin and glass, migrating along the paths of least resistance. Some leach right out of the boat through the gelcoat. Others find voids — air bubbles — in the layup to hang out and cause trouble.

cont'd on next sightings page

new kid

Ever wondered how a bunch of sailors can run a yacht club without having so much as a clubhouse? For the South Beach YC, which celebrates its first year of existence this month, it was "no problemo" — just meet in the union hall across the street until the clubhouse gets built.

They've accomplished quite a bit in the old hall these last 12 months: 115 members, PICYA (Pacific Inter-Club Yacht Association) membership and status as a YRA (Yacht Racing Association) host club, for example. But why stop there? In addition to hosting YRA's ODCA weekend on the Berkeley Circle this June 17, SBYC al-



C.W. Starrett, glad to be warm and alive after an unexpected dip in San Pablo Bay.

on the block

ready has plans afoot for a season-ending bash modeled after the famous and popular season opener Vallejo bash.

"We've coordinated with the Benicia YC to have this coincide with their Labor Day Jazz Festival," says SBYC's Keith Moore. "Boats will race up only (there is no race back), and will be allowed to stay for the whole three-day weekend free of charge."

SBYC, whose clubhouse will eventually be located in the new South Beach Harbor at Pier 40, also caters to their more cruise-oriented members. In fact, since their inception they've had a cruise a month to

cont'd center of next sightings page

blisters — cont'd

Concept two is that the gelcoat, the "outer skin" of a production fiberglass boat, is not much of a barrier for molecules on the move, be they free radicals on the inside headed out, or water molecules on the outside wanting in. When a boat is out of the water, the free radicals can migrate out freely, kind of like the human ones did to Canada during the Vietnam war. When the boat's in the water, though, the glass matrix becomes the lower-pressure destination of the water molecules.

Concept 3: Because 1/3 of the material in polyester resin is water soluble, it will start to break down — dissolve, if you will — when exposed to water. This process is known as "hydrolysis." True, it often happens very slowly, over a matter of years, but once the matrix is weakened by this process, it will never be as strong again, even when dried out. Blisters, caused by the bad chemistry of water with free radicals, are simply a symptom of hydrolysis.

Curiously — and important to realize — not all boats suffering from hydrolysis

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flash! flash! flash!

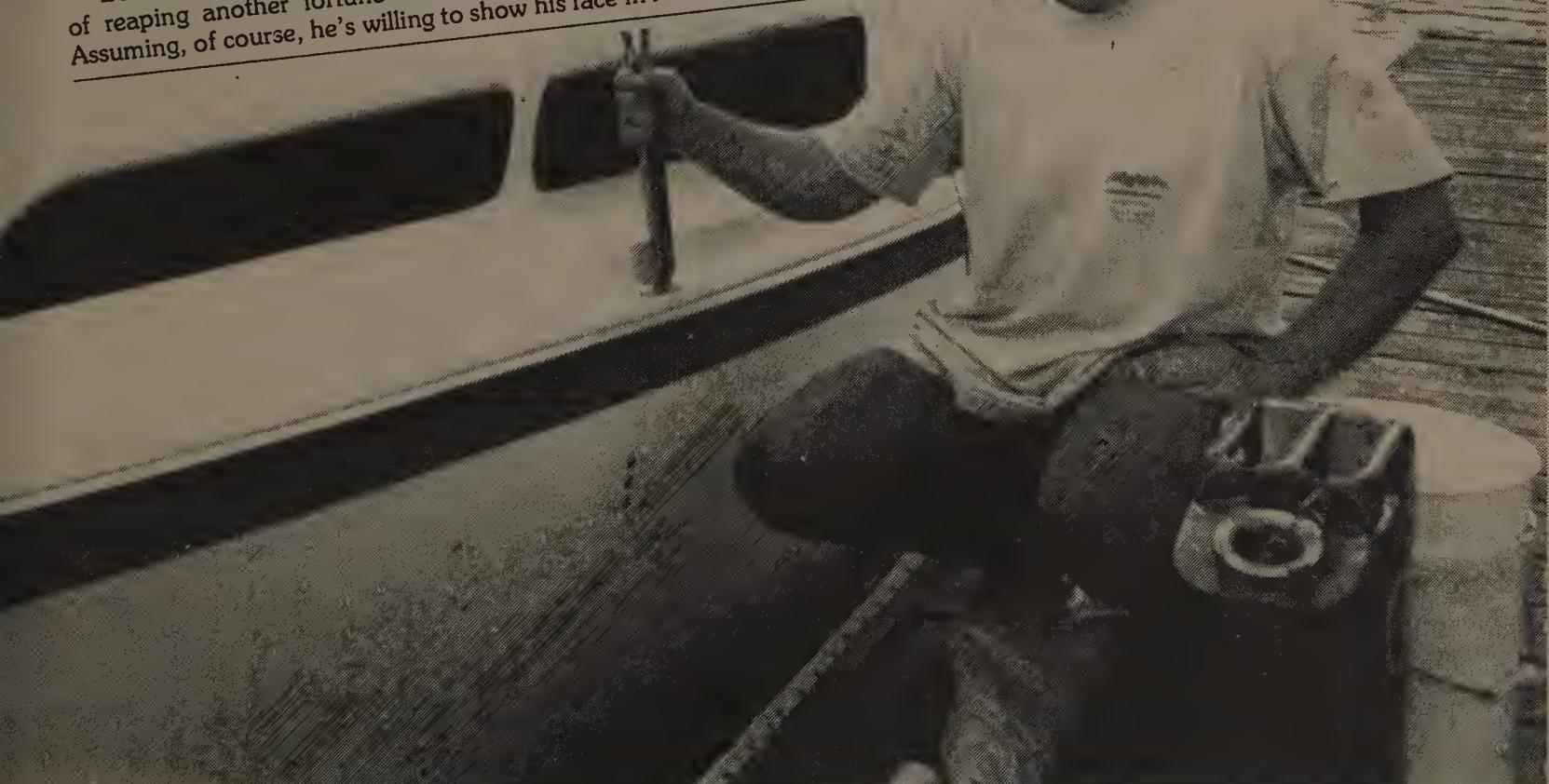
Just minutes before heading to the printer we received the news that Judge Carmen Ciparick invalidated last year's much-maligned America's Cup, and awarded the Old Mug to New Zealand. Last September San Diego YC's controversial catamaran Stars & Stripes defeated Michael Fay's giant monohull New Zealand two races to none.

Ciparick ruled "San Diego . . . violated the spirit of the 101-year old Deed of Gift".

She also ruled that "it is clear that a catamaran may not defend the America's Cup".

The decision is sure to bring tumult and laughter to America's Cup circles. Laughing loudest will be Kiwis Michael Fay and Bruce Farr, to whom the news is a vindication of the beliefs they both staked so much on. The decision is all the sweeter to the Kiwis because of considerable abuse piled upon them by the ungracious American 'victors' at September's post-Cup press conference. He who laughs last, it has long been observed, laughs best.

But don't cry for Dennis Conner. He's probably giggling at the prospect of reaping another fortune from yet another America's Cup campaign. Assuming, of course, he's willing to show his face in Auckland.



SIGHTINGS

blisters — cont'd

sis damage show blisters. At the Long Beach show last fall, Fred heard the story of a 10-year-old Swan 43 that had been given a clean bill of health by a surveyor for a trans-Atlantic trip. Three months later, the boat took off for Europe. Halfway there, the hull started flexing and deforming up to 2 feet! The crew took it easy, and made their landfall, but nobody could believe how soft the hull had become. It was apparently no problem to push the near 1-inch-thick hull in 6 inches with a 2X4. What happened was that hydrolysis had destroyed the interlaminar sheer — the bond between the layers of glass. The boat was delaminating, yet it didn't show a single blister.

Even curioser, two boats made one right after the other in the same yard can show dramatic differences in their propensity or resistance to blistering. That's because it's been found that literally every part of the boatbuilding process, down to and including the manufacturing of the resin and glass, contrib-

cont'd on next sightings page

new kid

such "exotic" destinations as Half Moon Bay and Vallejo, or just "backyard" cruises to Coyote Point or Angel Island.

Another noteworthy example of their unconventional thinking applies to membership. For a limited time, individual memberships are \$200 and \$25 a month. Nothing remarkable there, except for the bargain price. However, for \$300 and \$40 a month, you can choose either a "Family" or "Partnership" plan. The Family plan is for two adults and kids. The Partnership plan is for two adults in any one house-



— cont'd

hold or two partners in one boat. The thinking behind both is to include wives or "significant others" as members of the club rather than guests. Great idea. (For more on membership, call Keith at 421-2910 (w) or 223-1116 (h), or Commodore Sue Angus at 624-2364.)

We intended to run a photo of SBYC's new clubhouse with this brief discourse, but delays have set the groundbreaking back until April 1. Until then, they'll just keep meeting in the old ILWU building.

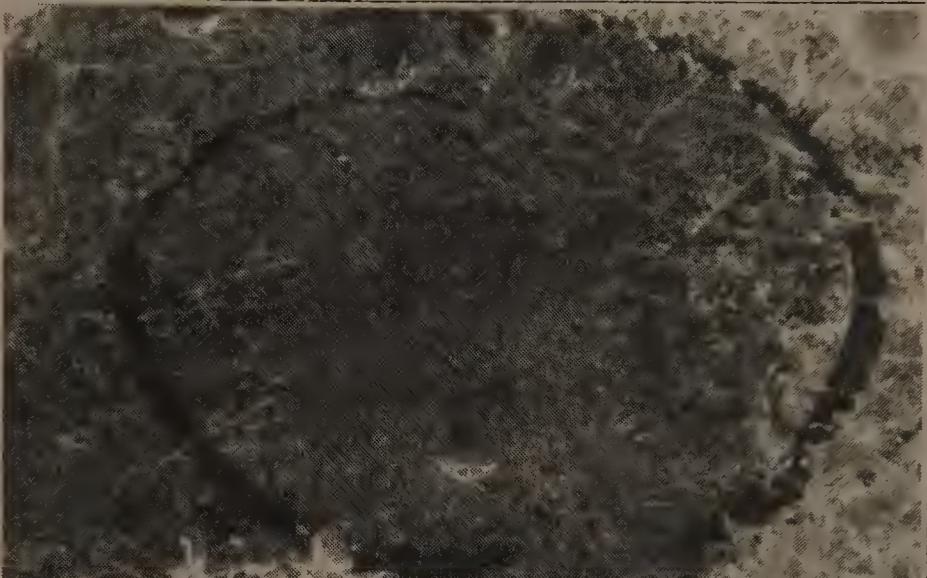
Happy birthday, SBYC.



LATITUDE/JR

blisters — cont'd

utes to a completed boat's "blisterability:" the type and brand of resin, its compatibility with the type and brand of fiberglass, the humidity of the air, the time lag between one layup and the next, how well each layer of glass is wetted out,



LATITUDE/JR

Left, Fred Weiss tests moisture content of a blistered hull. Above, bubbles in the layup are prime areas for blisters to form.

how much the crew sweats (!) into the layup — everything. For example, a resin rich layup completed Friday will have less tendency to blister than a half-completed hull left over the weekend, especially if it rains outside and there's a lot of humidity in the air.

Even if both boats do turn out exactly equal at the factory, environmental factors can also make one more prone to blister. For instance, the warmer the water, the faster blisters will form. A boat slipped in 74-degree water in Florida would be prone to getting blisters twice as quickly as a sister ship slipped in 55-degree San Francisco Bay.

Which brings to mind older boats. Blistering is not new — it's actually been studied since the early 50s — but some older boats seem never to blister, or at least have minimal cases of "boat pox" that haven't worsened noticeably for the last decade. The reason is that, back in the days before anybody knew how strong fiberglass was, boats were overbuilt by several times and the layups were resin-rich. ("Resin rich" simply implies better wetting out of the glass and fewer air bubbles.) Hydrolysis damage from a hull built to 300 or 400 percent of normal isn't noticeable for a long time. On the other hand, more modern boats, with their better engineering and materials, can be just as strong yet many times lighter. But when hydrolysis starts its dirty work, it starts subtracting from closer to 100 percent strength.

To prevent hydrolysis from occurring, you have to keep water out of the laminate. That is the goal of both boatyards and manufacturers these days. And they are very close to the ideal cure.

The key to it is vinylester resin. This is sort of a hybrid of polyester and epoxy resins that does cure completely. In doing so, it forms about as impermeable a barrier as is possible today, short of stainless steel. Both boatyards and manufacturers are adopting it as the "cure" of choice for the blister blues.

In the boatbuilding process, the vinylester resin is now going on in a thick layer between the gelcoat and the normal polyester layup. In the repair process, it goes on over the sandblasted, dried-out, filled, faired and repaired hull using veilcloth, a highly absorbent fiberglass weave that swells like a sponge when wetted out.

The chief drawback to the vinylester system is expense. On the repair end, the process is as much as twice as expensive as the more standard method of sandblasting, drying, spot repair, filling, fairing and coating with 20 mils or so of straight epoxy barrier coat. To be sure, the latter method is still the most widely used and practical one for do-it-yourselfers. It's also the method some yards guarantee for five years. (The aforementioned conditions to this guarantee are that the yard do the work, and that it be allowed to monitor the hull every few months.) However, though it's too soon to tell for sure about the vinylester

cont'd on next sightings page

SIGHTINGS

blisters — cont'd

method, Weiss says it could well protect up to three times as long. Obviously, the decision over which method is best has a lot to do with the monetary and sentimental value of the boat in question.

The future holds great promise for, if not the elimination, then certainly the postponement of blistering for as long as most of us are going to own a particular boat. As anti-blister technology continues to progress, we wouldn't be surprised to see "bumper to bumper" lifetime warranties against it in new boats in the years to come. For now, it's just nice to know that, if you're willing to foot the bill, your boat can now be protected "once and for all" for as long as you're likely to own it.

overhead sander's racing outfit

Any kind of overhead sanding is a pain. Most of us mortals can only do
cont'd on next sightings page

armchair

If your interest in the ships of yesteryear often leaves you wishing you were born about 100 years ago, take heart. For one thing, if you could go back, the floggings, the crappy food and the ball-busting work — not to mention the danger — of running such a ship would wish your butt right back where you are. And besides, you can vicariously relive those days on April 22 at Fort Mason. At 8 p.m. at the J. Porter Shaw Library in Building E, Marine historian and National Park Service Ranger Ted Miles will show and describe his slide collection of some 60 surviving square riggers



iron men

from around the world.

Seventeen of the ships in his photo collection are here in the United States, including San Diego's *Star of India*, the oldest merchant ship still afloat, and Philadelphia's *Moshulu*, the largest. Another highlight, this one from across the pond, is the famous tea clipper *Cutty Sark*, now in permanent drydock in Greenwich, England.

The presentation is open to the public. Admission is \$3 (\$2 for members of the J. Porter Shaw Library). For more information, contact David Hull at 556-9870.

The last sail of winter for Mystic, a home-built Endurance 36 steel cutter. Spring began, thank goodness, early on March 20.

LATITUDE/RICHARD

sander's outfit — cont'd

it in short spurts, even if it's only as physical as holding an electric sander up to the bottom. Guys who do it all the time get big, macho shoulders. The rest of us get stiff necks. The worst part, though, is all that fiberglass, bottom paint and other crud that falls in your face. It's not only irritating, it can be detrimental to the health.

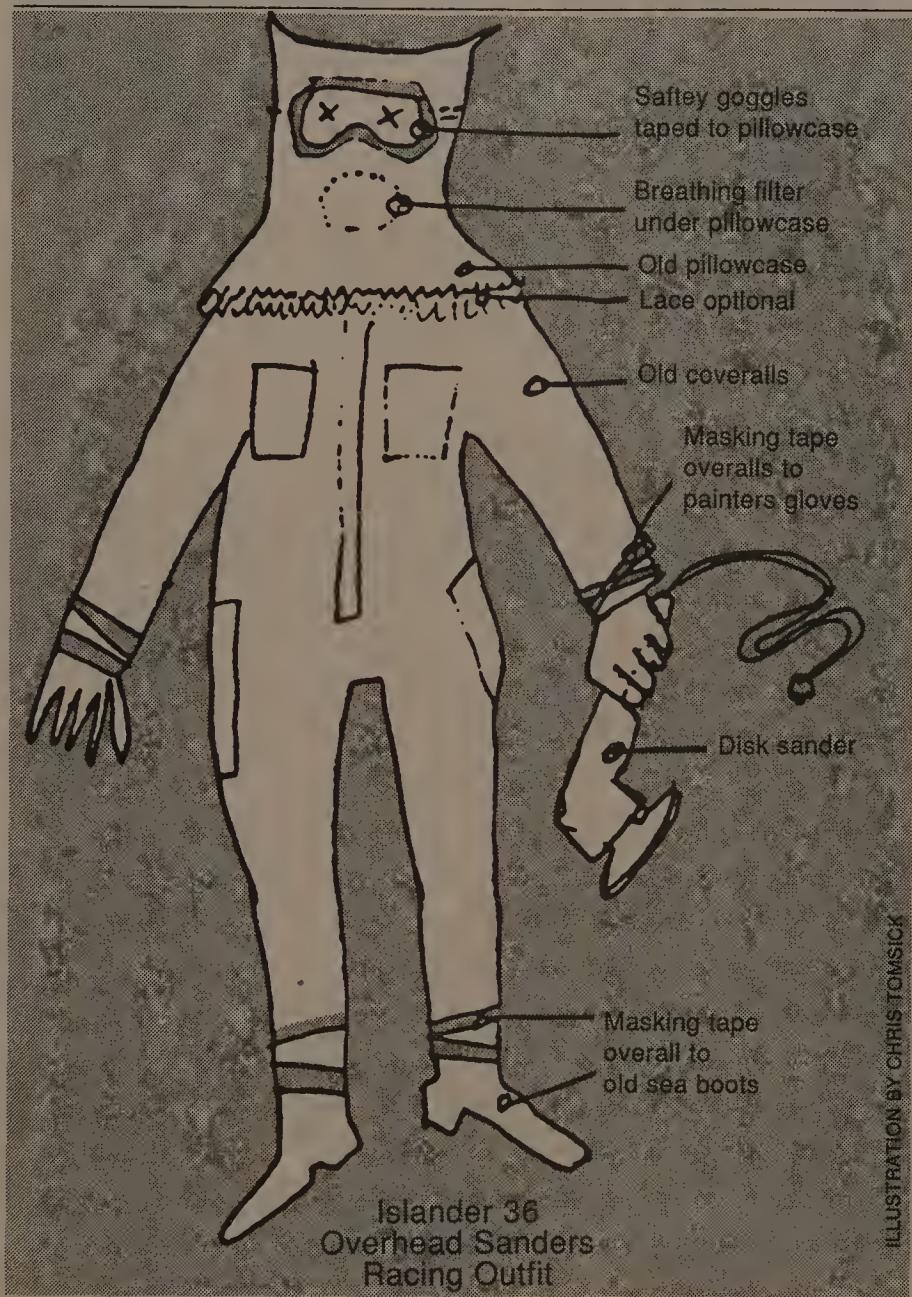


ILLUSTRATION BY CHRIS TOMSICK

To keep it out of your nose — very important — it pays to buy a good ventilator with big filters. To keep your eyes operable, safety goggles are mandatory. Overalls do a pretty good job of keeping the rest off the rest of you, except for your head. We've tried painter's caps, watch caps, cowboy hats. . . but when we saw Chris and Frank Tomsick's solution, we knew that was it!

In fact, they revamped the whole ensemble when they ripped out the headliner and redid the overhead in their Islander 36 *Juggernaut* awhile back. As you can see, the "Islander 36 overhead sander's racing outfit" (which to us looks like a Martian uniform from a D-grade movie, but hey, what do we know?) seals off the work from the workee as much as possible. "It works great," says Frank, who did most of the work inside *Juggernaut*.

Since it also seems like a great outfit for bottom jobs, and since many of you will be hauling soon for spring cleaning, we thought it deserved a little airtime. Imitations are encouraged.

By the way, this is the second best way to attack overhead work. The best is to hire somebody else to do it.

the great EPIRB experiment

After running the story on EPIRBs (Emergency Position Indicating Radio Beacons) in our March issue, we received a number of phone calls and letters regarding a request we made for more information on possible defects. As a result of that, we hereby announce the Great EPIRB Experiment, an opportunity for Bay Area EPIRB owners to find out if their equipment is working like it should. Testing will take place on April 15/16 and 22/23 at the *Latitude 38* booth at the Northern California Boat Show in Alameda's Marina Village (show hours and prices elsewhere in *Sightings*).

What we'll be testing for is spectrum coherency; the quality of an EPIRB's signal that allows it to be heard and picked up by the COSPAS/SARSAT satellite system. There have been, and continue to be, problems with both the 121.5 and 243 MHz bands now transmitted by all Class A and B EPIRBs. In simplest terms, if the signal is not a good, clean one — what the pros call "coherent" — there's a good chance a satellite will misidentify your position by hundreds of miles. If it's really a bad signal, the satellite might not pick it up at all!

All EPIRBs will be tested free of charge on equipment donated by Hewlett Packard of Santa Rosa. Electronics engineers Rob Hinz, of Applied Signal in Sunnyvale, and HP's Bob Matreli (both sailors, by the way) have volunteered their weekends to conduct the tests and answer what questions they can. EPIRB owners will get a copy of test results with a short explanation of what they indicate.

Both the signal coherency and power output tests will be run under guidelines the FCC developed to test new EPIRBs. No units will be disassembled, nor will they be harmed by the testing procedure. A "shielding" box will prevent signals from escaping, causing the Coast Guard to descend en masse upon Marina Village.

Before the test, all EPIRB owners will be required to sign a form releasing *Latitude 38*, Hewlett Packard and the volunteers from any litigation that might arise from test results. Why? We fully expect to test even new or near-new units whose signals are non-coherent. In a similar test in Alaska on ELTs, the private aircraft equivalent to EPIRBs, nearly 50 percent of "operating" units emitted non-coherent signals. We'll keep a log of all units tested, their ages, model numbers and so on, and run the results in the next issue.

It should be interesting. We strongly encourage as many readers as possible to take part. It will not only make for a better overall picture of how locally-owned EPIRBs measure up, it could well save your life if you ever need to use one.

vallejo in reverse

For almost 90 years, Bay Area racing sailors have been converging on Vallejo every spring to open their racing season. While the racing itself is usually described as "interesting," the huge raft-up and party at Vallejo has long had the reputation as one of the biggest, rowdiest good times of the year for Bay sailors. Part of the fun is filling the marina at Vallejo with two to three times its normal capacity of boats. There is every reason to believe that this year's event (May 6 and 7) will keep the tradition alive, and very likely become one of the high points of the season for the racers who participate. (Even if you're not entered in YRA this year, you can still do Vallejo for a special \$35 entry fee. Call the YRA office at 771-9500. Entries must be in by May 1.)

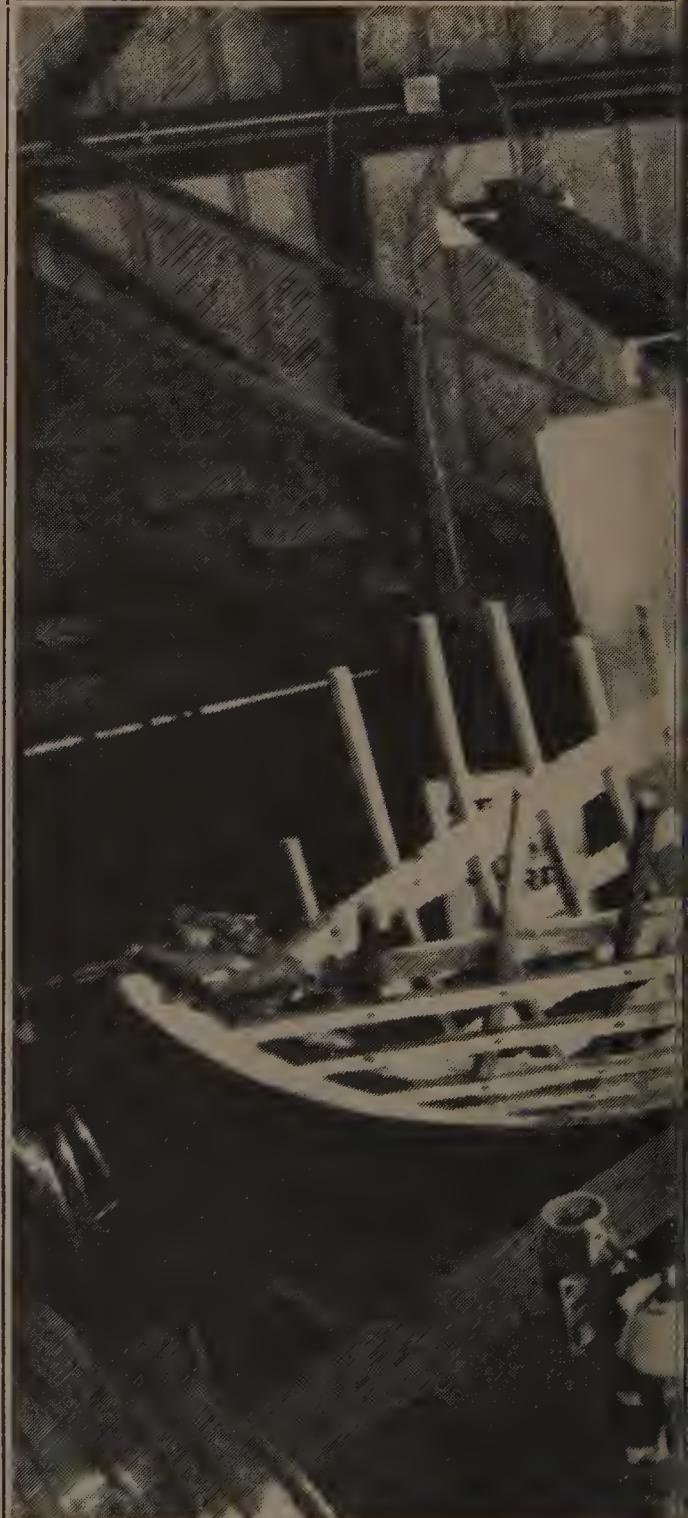
But as far as non-racers are concerned, the "real" Opening Day of the new yachting season happens the last Sunday in April, with the decorated boat parade and contest, the blessing of the fleet in Raccoon Strait, and a generally first-rate rowdy good time on a massive scale right here on the Bay. Only trouble is, for boats that are berthed in the far north Bay or Del-

cont'd on next sightings page

for the

Remember *Polly*? We ran a *Sightings* feature on the Bird Boat that was given a new lease on life back in August. Led by Bob Keefe, a concerned group of old boat lovers established the *Polly Project* and slated the old girl for a "better than new" refurbishing. As you can see, work is progressing.

The work is being done by Stone's boatyard, which is where *Polly* was built 60 years ago. The plan was for the boat to be rechristened in time for the May 27 Master Mariners, but the work schedule had to be pushed forward to accommodate a total rebuild.



birds

"The survey we had done estimated 50 percent of the wood in the boat would have to be replaced," says Keefe. "But when we got into her, we found that about 10 percent of the 'good' wood should also be redone, and the rest was marginally acceptable. At that point, we had a meeting and just decided to go all the way with a total rebuild."

Well, not quite. The only two pieces of original wood that will be left alone are the keelson (the wood part of the keel) and the shelf clamp (a deck support) on the port side. The rest will be completely new: Indi-

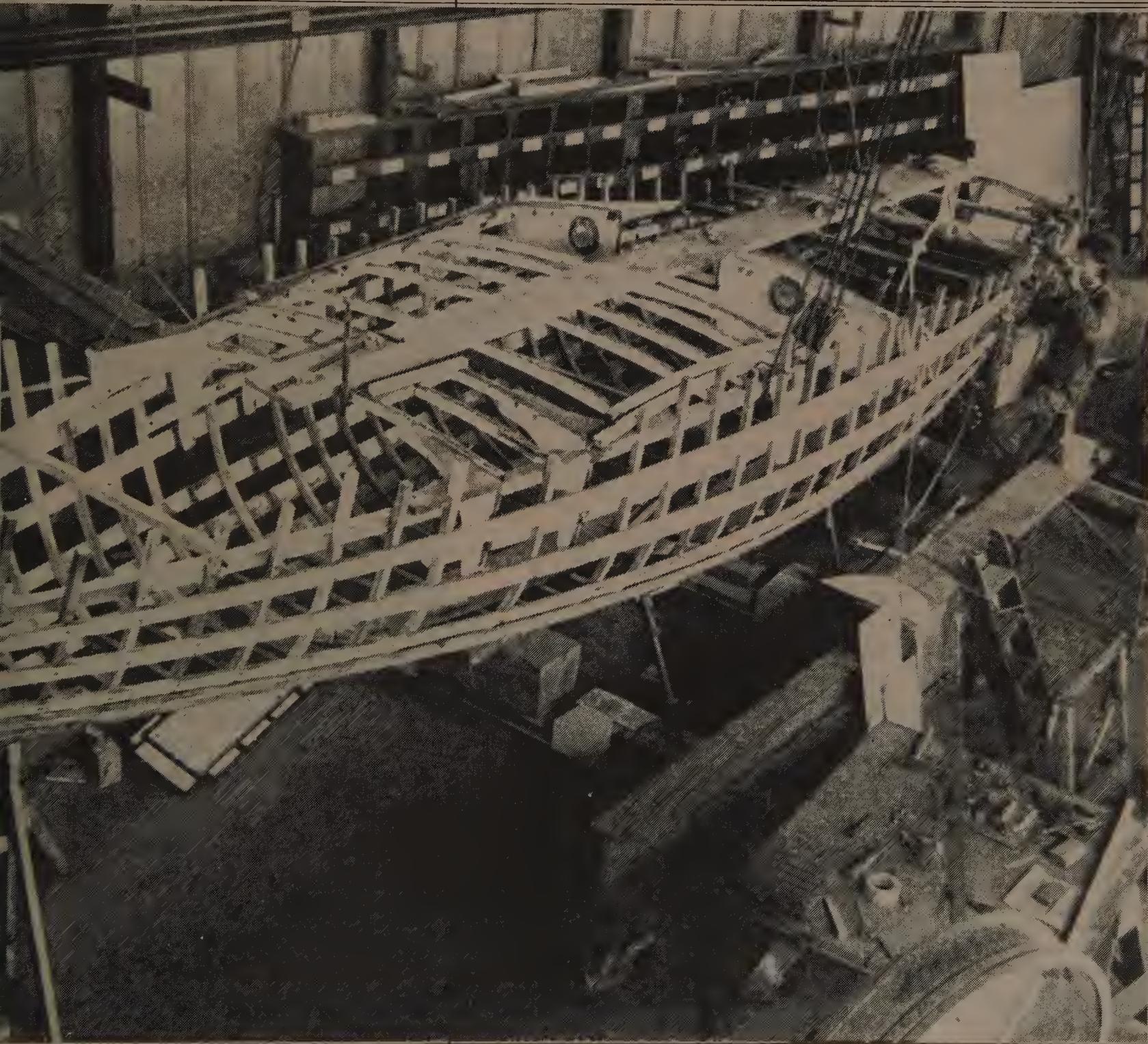
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reverse vallejo — cont'd

ta, participating in Opening Day can be a logistical nightmare.

Berkeley Yacht Club has a new event in the works that will make the trip down to the central Bay much more attractive. Forty-six North Bay and Delta yacht clubs have been invited to take advantage of the hospitality of the Berkeley YC and the Berkeley Marina for the entire weekend. Complimentary guest berths limited to 200 boats will be available on Friday, Saturday and Sunday nights — to those with reservations only — and a program of activities designed around the Opening Day events is planned. These include dinner and dancing on Saturday night, and breakfast on Sunday. So in contrast to all the racers going north for the weekend, all the cruisers are invited to come south for what may eventually evolve into a raft-up and party that rivals anything ever seen at Vallejo. Of course, 90 years is a long time to establish a tradition, and Berkeley YC obviously has some catching up to do.

cont'd on next sightings page



SIGHTINGS

reverse vallejo — cont'd

It's very important to let BYC know as soon as possible if you plan to bring your boat down. They will also need to know how many people are in your crew, how many dinner or breakfast reservations you need, and whether additional crew or guests will be meeting your boat at the Berkeley Marina for Opening Day on Sunday (parking, you know). The reservation that was sent to your yacht club must be mailed back to BYC (please include payment for meals, if desired) by April 15. Be careful not to mix it up with your tax return. If you're not a yacht club member, and wish to participate, you're still invited. Call Solita Sinisi at (415) 947-4947 for a reservation form.

sail aid

Way back in November, the 12th to be exact, a small crowd of press and well-wishers gathered in Sausalito to see off the sailboats *Saturna*, a 1917 cutter owned by Tom and Mina Caulfield of Berkeley; and *Hermanas y Hermanos*, a 1980 lapstrake Spray copy owned by Dudley Lewis. The two yachts — or more accurately workboats for this voyage — were headed for Nicaragua to deliver much-needed medical supplies. A lot of their cargo was donated locally. They took on the rest during stopovers in Santa Cruz, Santa Barbara, San Pedro and San Diego.

We're happy to say that they made it to Nicaragua, despite several bouts with gear-busting weather. They also had several interesting adventures along the way, including helping Bob Carr, a veteran Spray devotee who has been sailing his engineless replica around singlehanded for the past 30 years. Bob had lost an anchor and chain in a near-grounding near the San Diego harbor entrance, and the Hermanos crew helped him recover them. Unfortunately, all we have room for is the meat of the voyage. We pick up the story as Hermanos clears the rough waters of the Gulf of Tehuantepec.

We were about 19 miles off the coast of Guatemala when we first noticed a modern, high-speed government boat approaching rapidly. We hastily hoisted the American flag as they neared us. Three Guatemalan soldiers were on deck, one standing watchfully with an M16 in his hands. When they were about 10 yards away, they hailed us and motioned for us to put on our "ears." Having lost our antenna earlier in the high winds of the Gulf of Tehuantepec, we pantomimed back to them that we had no functioning radio. They followed us at close range for a few minutes then pulled away, much to our relief. They headed back toward shore until they reached the horizon, and then continued to follow us at that distance the rest of the way down the coast of Guatemala.

Having no desire for any more encounters with government gunboats, especially those belonging to El Salvador's infamous death squads, we headed out 40 miles farther into international waters.

On December 27, we sighted Isla de Cardon and the entrance to Corinto Harbor, Nicaragua, our destination. Schools of dolphins frolicked near us as we headed in, apparently welcoming us to the neighborhood. The *Saturna* came into view as we rounded the channel and feasted our eyes on the emerald jungle and colorful Toucan birds nestled in the branches. We enjoyed a brief reunion with the crew of *Saturna*, then headed over to the fuel docks for a conference with port officials.

The port authorities told us not to unload the medical supplies in Corinto as planned, but to continue on to San Juan del Sur where health department officials were awaiting our arrival. San Juan del Sur, we were told, was a beautiful fishing village and resort, with a good anchorage for yachts. In Corinto, on the other hand, there was no good place to dock or anchor. The gas dock was turning the harbor into an ecological disaster area and the local mosquitos were already zeroing in on us like miniature kamikaze pilots.

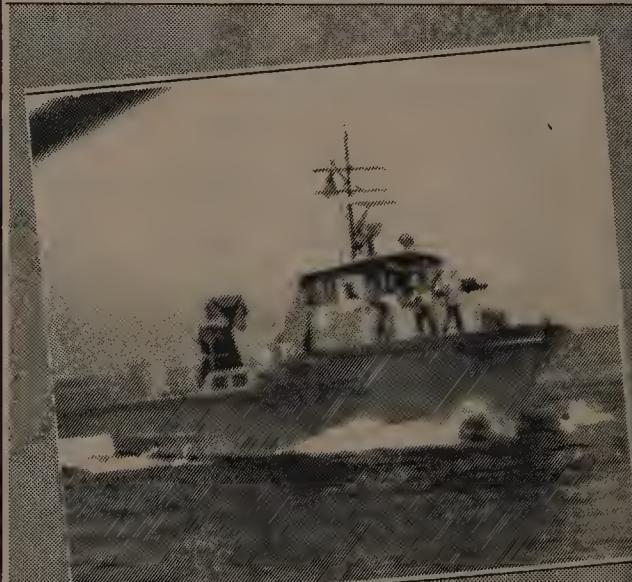
Quickly downing a round of malaria pills, which we had forgotten to take earlier, we prepared to leave port. After refueling and changing our engine oil, we asked one of the dock hands if he knew of a good place to dispose of our used oil. "No problema!" he replied and, taking the pan of

birds —

ana bending oak for the frames and deck supports; full-length Douglas Fir for the planking.

While wood illiterates like us see a bare skeleton here, an experienced woodworker would notice that work is actually pretty far along. The boat has new floors, keel cap, stem and most frames in place. The new transom is next. There's been a slight delay in finding Douglas Fir of suitable quality and length for full-length planks, but as soon as that arrives, planking should begin in earnest about the first of this month.

At this point in time, Polly's coming out party and rechristening is scheduled for July 4. In the meantime, Bob reports that checks keep arriving every couple weeks or so, but that the \$30,000 kitty needed for



We are the world: Sail Aid.



cont'd

the restoration is still only about half full. (Curiously, he says most of the calls the last month or so have come from people who've got wind of the project and want to know how to start a nonprofit restoration group of their own.)

The *Polly Project* also needs authentic blocks and fittings. "I know someone out there has a bunch of 1929 vintage rigging gear that's been hanging in their basement forever; stuff that was taken off an old boat when it was modernized," says Bob. "That somebody could do *Polly* a great, great service by donating it to the project."

For more on the project, or donations to it, contact Bob at 332-7955. The new address is *Polly Project*, 400 Harbor Drive, Ste. B, Sausalito, CA 94966.

sail aid — cont'd

oil, poured it into the harbor waters while we stood there flabbergasted.

We left Corinto before nightfall. After running for another 20 hours, we arrived in San Juan del Sur, 100 miles to the south. It was indeed a lovely port and we anchored happily amidst the local fleet of fishing boats. The boats in the harbor were closely watched by government soldiers and we were unable to leave our boats unattended or unlocked without fear of theft or vandalism. A steady offshore breeze of 15 knots, perfect for windsurfing, kept the boat cool and free of bugs.

Ashore, we found many *bar y restaurantes* that served up generous portions of lobster, shrimp, rice and salad for \$3. A beer or soda was an extra 20 cents and the water was safe to drink. The local hotels seemed to offer a step back in time, too, with clean oceanfront rooms running \$3 a night.

It was with great relief and a sense of completion that we helped the port officials unload the medical supplies, which were then transported to hospitals and clinics throughout the country. At a press conference held later in Managua, we announced that we were honored to be the first U.S. vessels to be officially admitted to a Nicaraguan port since the start of the U.S. embargo in 1984. The vice minister of health, Dr. Pablo Coca Ruiz,

cont'd on next sightings page



PHOTOS COURTESY ANN COLEMAN

sail aid — cont'd

was on hand to welcome us and extend his thanks on behalf of the people of Nicaragua. He also expressed the hope that our trip would inspire others to make similar efforts.

— dudley lewis

speed thrills

One of the perks of this business is getting rides on a lot of different kinds of boats. Often this is painstakingly choreographed, sometimes only to fall through at the last minute. Other times, it's not planned at all. Like most things in life, the spur of the moment times are often the most fun.

Our latest spur of the moment adventure was aboard Rudy Choy's 62-ft catamaran *Aikane X-5*, which was preparing to sail to Southern California after being barged to Oakland from her home port of Honolulu.

As you may recall, this is the cat that last year attempted to break the TransPacific record — 7 days, 8 hours — set by the 64-ft catamaran *Double Bullet* back in the late '70s. Because of weather, or rather the lack of it, she was unsuccessful in that attempt.

But Choy, never one to say die, is back to try again. The boat will take off from Southern California sometime near the end of June, just before the start of the "real" TransPac on July 4. If they get the weather, and the big cat can maintain somewhere near a 20-knot pace — not unrealistic for a boat that often pegs a 30-knot speedo — they think the record can be knocked down to somewhere around six days.

One can't really appreciate the power of a big multihull without experiencing it. And we have to be honest: though we're confirmed "singlehullers," every time we ride one of the big cats or tris, it is such a thrill (the capitol "T" is intentional) that we just can't believe there are so few of them around. Barry Choy, Rudy's son, was in charge of getting the boat together and sailing it to Long Beach. When we stopped by for a short interview, he said, "Hop aboard, we're just going out for a bit to tune the rig."

He didn't have to ask twice.

Once the proper wires were tweaked, we had time to crack off for a couple speed reaches before returning to the dock.

Wow.

Unlike any monohull, with the exception of some ultralights with planning hulls, you can feel a big multi-hull like *Aikane* accelerate. Once the wing-mast rotates and the airflow attaches to her 2,200 square feet of sail, the boat takes off like a dragster, causing those not holding on to take a step or two back to regain balance.

At speed, though, the boat is as stable as a handball court (and about the same size), except that this particular 62 by 31-ft platform is humming along at an easy 20 to 25 knots.

This is despite the fact that there was only 15 to 20 knots of wind blowing, which brings up another difference. Big cats like *Aikane* can almost all sail faster than the wind blows because they generate so much of their own apparent wind. In ideal conditions (reaching in flat water), *Aikane* herself can do 1.8 times windspeed.

Again, this is a phenomenon that has to be experienced to be best appreciated. It sounds ridiculous to say that the sails are barely cracked off centerline on a beam or broad reach, but that's how it is. You know damn well by looking at the water that the breeze is still blowing around 15, but the speedo reads in the low 20s and the wind coming through the "slot" between the jib and main feels like about 45. It's wild.

Another interesting challenge in *Aikane*'s near future is *Stars & Stripes*, the soft-sailed twin sister to the last America's Cup winner. Both boats are slated to take part in the April 28 Ensenada Race.

Dennis Conner and a star-studded cast will sail the San Diego-based 60-foot cat, but Barry says it really won't be much of a contest.

"For one thing, *Stars & Stripes* weighs 6,000 pounds to our 11,000. It's also built for very light conditions — I think it can fly a hull in something like 6 or 8 knots. If it doesn't blow any harder than 10 or 12, we don't have a chance against them. But if it blows harder than 15 to 20, I think we'll blow them away."

It's just a spur of the moment opinion, but we think so, too.

thayer

If all goes as planned, a familiar "face" will be back at the Hyde Street Pier this month. Both sightseers and workers at San Francisco's historic ship pier have missed the *C.A. Thayer*, the museum's three-masted schooner. The ship has been in Oakland since December undergoing (or lately, waiting to undergo) repairs to its near 100-year-old wooden hull.

The *Thayer* was scheduled to go up on the ways for routine maintenance and cleaning about this time anyway. But when the old girl's hull began leaking as much as 6,000 gallons an hour late last year, as project manager Michael Nab puts it, "she



goes home

was put on an 'accelerated schedule.'

The problem was traced to worm damage in several planks near the waterline. But when Pacific Drydock hauled the ship to replace those, she was also found to have considerable damage in her worm shoe (a sacrificial plank that protects the keel from worms and grounding damage). Since replacing that wasn't in the schedule, she had to anchor out and wait until March. Additional work to bring her back up to condition will be cleaning and coating the hull with copper sheathing.

The *Thayer* is one of the first historic
cont'd center of next sightings page

mapping throughhulls

I can't go sailing without thinking the dreaded "what ifs." What if one of the waves ahead is hiding a deadhead; what if a gust should hit from an unexpected angle; what if that boat coming this way doesn't see me? Much of the planning ahead that a sailor does is to be prepared for the unexpected.

That is why when I pulled my boat out of the water for the first time I made a series of measurements to locate all the underwater fittings in relation to the rail. I have added a simple sketch to my sailing log that shows how far underwater each throughhull is, and a distance along the rail to be directly above the fitting. For the sketch you will need to indicate the size of the opening and on which side of the boat it's located.

I have a set of wooden plugs made up and carry a diving mask in case I have to find something quickly from underwater. If I couldn't go in the water, by knowing their locations, if I had to I could try to seal the openings

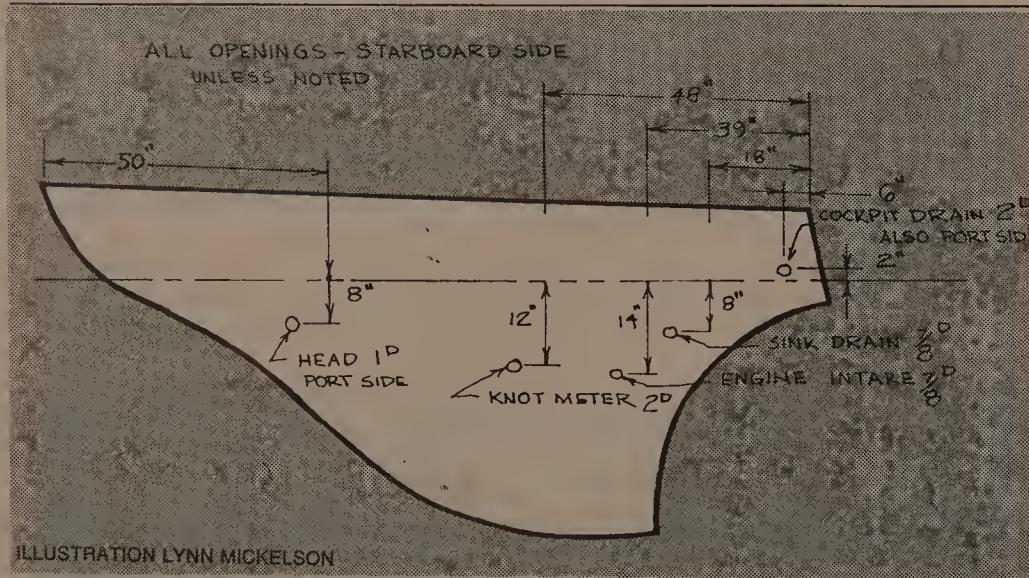
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SIGHTINGS

throughhulls — cont'd

from the outside with toweling or other material shoved down with a boat hook. Of course, in the majority of circumstances, a leaking throughhull can be shut off or plugged much more quickly from inside the boat.



I've been through emergencies when knowing the location of the raw water inlet for the engine was critical. And who has never had to clean a fouled knot meter sending unit? Knowing their location often makes it possible to clean out both types of fittings with a pole and brush — from the deck!

So next time your boat is out of the water, break out the tape measure and get to work. By adopting the Boy Scout credo to "be prepared," you may one day turn a true emergency into just another minor inconvenience.

— Lynn Mickelson

april, come she will

April, as most local boaters know, marks the start of the new boating season. And though organized season racing (YRA) doesn't start until next month, there are a bunch of specialty events to warm racers up for the season to come, and plenty of non race-specific events ashore and afloat to usher in the new season. Here's a brief look at the ones we always seem to get the most calls about.

April 1 — Singlehanded Farallones Race. Now in about its 12th year, this event is fast becoming a spring ritual. The SFR pits solo sailors against one another in a real test of seamanship, not to mention a great race. The Farallon Islands are the only "mark" in this 52-miler out and back. For more information, call Ants Uiga at 658-8073.

April 6 — Opening Day in the North Bay. The Benicia YC puts this one on, and it's a real kick. And warmer than the "big" opening day on the Main Bay. The theme this year is "reflections of Benicia," and the event is co-sponsored by the Benicia YC and Benicia Marina. Music, food, prizes, decorated boat parade, blessing of the fleet, and dancing in the streets are just some of the attractions. For more, call Kathleen Jones (707) 746-6600.

April 15 -23 — The Northern California Spring Boat Show, held this year in Marina Village, Alameda. (This show replaces the Mariner's Square Show, which was shelved for a year due to storm damage to docks in that location.) Put on by the very competent Northern California Marine Association (NCMA), this is also an in-the-water show which by all accounts will be one of the biggest ever held in Northern California. Hours are noon to 7 weekdays and 10 to 7 weekends; admission is \$5 for adults, free for kids under 12. Of special note: we'll offer free testing for EPIRBs at this show (see Sightings item elsewhere in this issue for more information), so be sure to bring yours with you. For more information on the show, contact NCMA

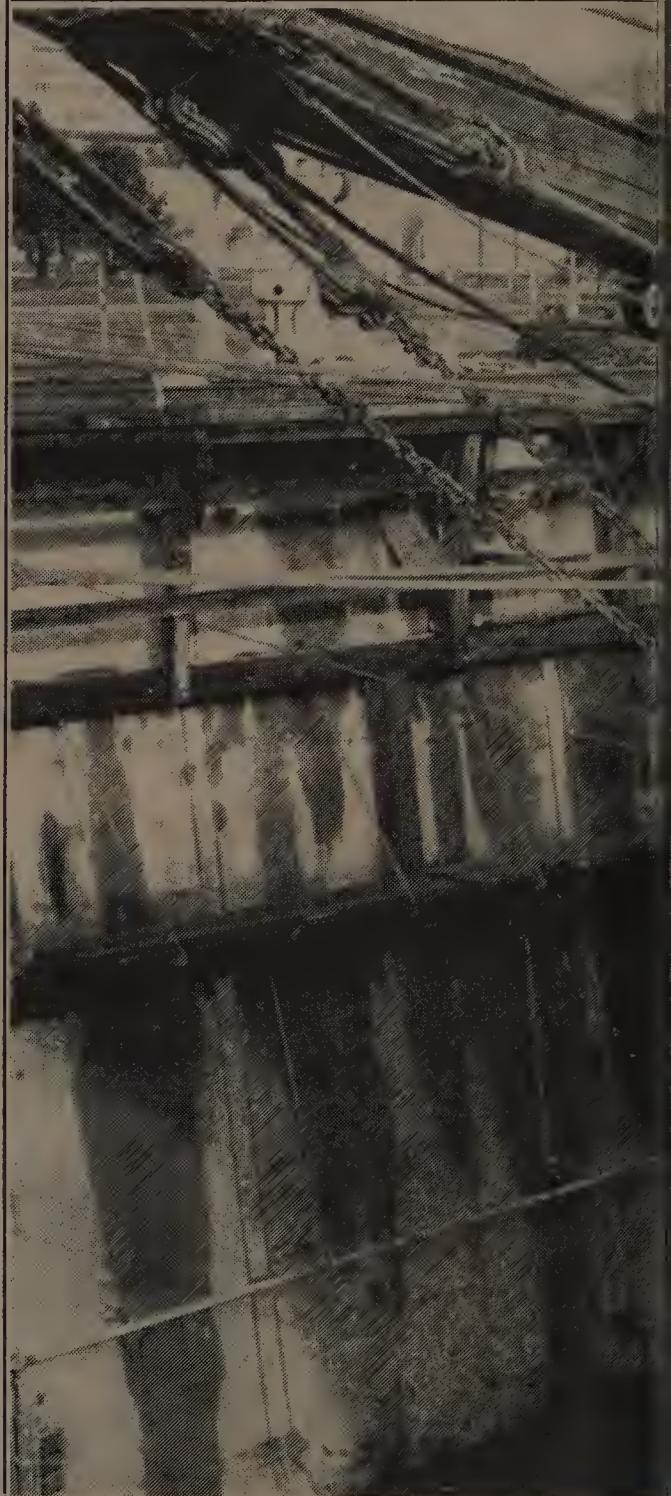
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thayer

ships hauled since the National Maritime Park (formerly the Maritime Museum) was taken over by the Feds last year. Though Nab admits that with the additional funding, things are "looking up" for the historic ships, the new money is still not nearly enough to properly care for the nine-ship fleet (six of which are at Hyde Street), largest by tonnage of any historic collection in the world.

"It's really a battle trying to make Congress understand that these are very expensive resources to maintain, but that they're worth it," says Mike.

C.A. Thayer was built almost completely of Douglas Fir in 1895 in Fairhaven, California (near Eureka) by Hans Bendix-



— cont'd

sen. The ship worked in the Pacific lumber trade until 1912. Her second career, which lasted until 1925, was as a Salmon Packet. From 1925 until 1950, she fished for cod in the Bering Sea. (As such, the *Thayer* has the distinction of being the last commercial sailing vessel to operate from a West Coast U.S. port.) The 156-ft ship was acquired by the State Park system in 1957 and became a permanent part of the Hyde Street fleet in 1963.

By the way, if you've never been by to see the fleet, it's now more of a bargain than ever. For only \$2 (kids and seniors free), you can get out to see all the historic Hyde Street ships up close and personal.

april — cont'd

at 521-2558.

April 29 — Doublehanded Farallones Race. Double the pleasure, double the fun, at least for some sailors. And about quadruple the number of entrants to the Singlehanded version. Rules and route are essentially the same as for the Singlehanded race. For more, call BAMA's (Bay Area Multihull Association, the sponsor) Linda Maudru at 369-5011.

April 30 — Opening Day on the Bay. This one has been a Bay tradition since God was a kid, and it seems to draw more boats every year. Theme for '89 is "Marine World." Blessing of the fleet and decorated boat parade commence in Raccoon Strait at 9:30. (For more on the many facets and categories of the parade and contest, contact Bob Noorlander at 495-5400 (w) or 756-7378 (h). Parties and craziness in every cove and anchorage commence immediately afterward. By the way, water balloons are strictly *verboten* this year, so be sure to duck when the lawbreaking scum on the boat next door give you a broadside anyway.



COURTESY SAN FRANCISCO MARITIME PARK/TIM CAMPBELL

SIGHTINGS

the challenge continues

As we go to press, the four boats left in the Cape Horn Clipper Challenge are all still at sea, but only one seems to have any chance at bettering the 80-day time set in February by Warren Luhrs' *Thursday's Child*. If you've been visiting Mars and don't know, the Challenge is to set a new sailing record from New York to San Francisco via Cape Horn. The original record, 89 days, was set in 1854 by the clipper *Flying Cloud*.

The big threat comes from Frenchman Philippe Monnet on the 60-ft trimaran *Elle & Vire*. The French singlehander was making up time on *Thursday's Child* after an unscheduled stop in Chile — and a restart that has already cast an unfortunate shadow over what has otherwise been an amazing feat of singlehanded sailing.

After rounding the Horn, *Elle & Vire* hit some ice and damaged one of her outboard hulls. Monnet turned back, "unrounded" the Horn and put into Port Williams, Chile, for repairs. After a week he departed again, only this time, for some reason, he went inside the rock generally considered "The Horn." Although there is certainly no rule stipulating a starboard rounding of Cabo de Hornos, on the southernmost of the Wallaston Islands, that's the way *Flying Cloud* did it. General consensus right now is that the record will be allowed — as well it should be — but we predict that Monnet will wish he'd rounded "correctly." Monnet has to have finished before Wednesday, March 29 to have set a new record.

Ann Liardet and her fiance crew Joseph Le Guen on their 50-ft trimaran *Finisterre Bretagne*, have had light-air problems. They had yet to cross the equator, which puts them well behind *Thursday's Child*'s pace. The French sailors are nevertheless in good spirits. They should be. *Bretagne* is the only boat to have come this far in pursuit of this record in the last 10 years without being destroyed or having to put in anywhere for repairs.

Guy Bernardin, the intrepid singlehander who lost his first boat attempting to break this record last year (and whose effort gave birth to the Manhattan YC's formal Clipper Challenge Cup), will not break the record this time, either. Structural damage to his 60-ft monohull *BNP/Bank of the West* put her in a Chilean port for almost three weeks of repairs. We have to hand it to him, though: he's still intent on finishing the trip. He left March 4 from Puntarenas, Chile, and as of mid-March had yet to cross 50 South.

Finally, Georgs Kolesnikovs and crew Steve Pettingill aboard the 60-ft trimaran *Great American* — the fifth and final challenger of the Clipper Cup's inaugural fleet — departed New York on March 10. They'll have to finish on or before Memorial Day weekend to break the current New York to San Francisco sailing record.

speaking of spaulding

My husband, Mike Schnapp, and I thoroughly enjoyed the article about Myron Spaulding, particularly since Mike was the builder of Spaulding 33 hull #6, *Pegasus*. We are still sailing this marvelously designed boat 27 years after she was launched. One correction to the article, however; there were nine Spaulding 33s built, not six.

Since this year is the Golden Anniversary of the Golden Gate YC, I put together the following history of the Spaulding 33 class — which was started by members of the GGYC.

In the early 50's, Arvid Johnson, Jeff Capell, Otto Bueren (all Golden Gate YC past Commodores) and Frank Delucchi, asked Myron Spaulding to design a racing/cruising boat that could be built by amateurs and adapt well to both San Francisco Bay and ocean conditions.

A contractor, Arvid Johnson was the guiding spirit of the group. The first four Spaulding 33s were launched in 1952. Then in 1955 another quintet of would-be builders, Mike Schnapp, Cliff Melder (another past Commodore) and Ivan Davies of the Golden Gate and Henry Bleuler and Dick Connick, began construction. These five boats were launched in 1962. Eight of the nine Spaulding 33s raced actively until 1978. The ninth proved to be such a good offshore boat that it was purchased by a corporation for

cont'd on next sightings page



one ondine,

Here's one yard bill we're glad we don't have to pay: Huey Long's Frers 80 *Ondine* has been sitting on the hard at Anderson's Boatyard in Sausalito since August 23 of last year. She had cracked her aluminum substructure frame enroute from Hawaii to the Big Boat Series, almost losing her keel in the process, and needed repairs.

As you can see from the photograph

SIGHTINGS



LATITUDE/JR

over easy

above, *Ondine* was stripped, flipped and generally whipped back into shape. There weren't many days in the last eight months that half a dozen guys weren't hard at work on her, but now the end is in sight. According to Joe Jones, *Ondine*'s head BMW, the rebuilt maxi will leave the yard in mid-May — complete with a new keel and mast — and join her peers in Palma for the August maxi series.

speaking of spaulding — cont'd

deep-sea fishing off of Mexico; she was skippered by another GGYC past Commodore, Paul Dember.

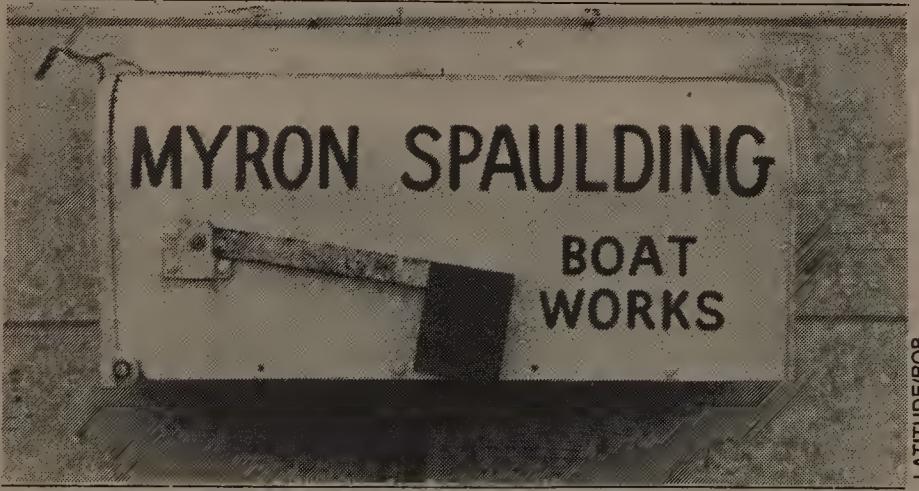
As you might expect, there are plenty of memories that come with building your own boat. Some of the most interesting had to do with obtaining the proper woods.

Myron designed the 33 to have plywood cabin sides. During the construction of the second group of boats, Dick Connick, who was ahead of the rest of us, splurged and made his cabin sides out of teak — which in 1960 cost an extravagant \$2 a board/foot. Ivan, Cliff and we looked at teak longingly, but figured it was out of our price range. Then one evening Mike and I were entertaining a physician acquaintance who occasionally bought things through his grateful patients. When I mentioned teak, he suggested we contact an importer friend of his.

The importer said he didn't import lumber, but that we could use his name with other importers because he was always happy to do a favor for the physician or any of his friends! I called the second importer, who said he'd have to call back with a quotation. When he got back to me, he told me the lumber would be expensive — which I knew would be the case. He then quoted 75 cents a board foot, duty-paid, on the dock in San Francisco. What a bargain! Naturally, I added 100 board feet for a dining room table to the 1,500 I was ordering for the three boats. The order was for 2-inch thick material. The quotation was that the boards would be random widths, 6 to 12 inches, with a 9-inch average. Lengths would be 6 to 12 feet with a 9-foot average.

After thinking about it, we builders decided that we needed three-inch thick boards to be able to make coamings and cabin sides split to match the grain. When I called back to see if I could change the order, the importer told me he hoped I wasn't in a hurry for an answer — which was two weeks in coming. The reason it took so long was that the importer had to send a cable to Bangkok, after which a runner was sent through the jungle to find out what was being cut that month. The route had to be retraced for the answer to come back!

Our next request was for six boards 15-feet long to be used for cabin sides. The long lengths meant we wouldn't have to do any splicing. When I told the importer we'd be willing to pay extra, he said they didn't really like selling anything over 12 feet — because that was as long a board as an



LATITUDE/JR

The mailbox speaks for itself.

elephant could carry! We got our 15-foot boards, however, at a cost of only 85 cents a board foot!

Myron Spaulding designed a marvelous performing boat, but we found that some of the drawings were missing connection details and that some little features in the early boats could be improved upon. Since I am a structural engineer with extensive school-building experience, I supplied details complying with Title 21, California Administrative Code, entitled *Safety of Construction of California Public School Buildings*. One example was the fastening of the genoa track to the rail. Screws to resist pull-out loads aren't as strong as thru-bolts fastened on 4-inch centers. When Cliff

cont'd on next sightings page

SIGHTINGS

speaking of spaulding — cont'd

was hit on the rail by a port tack boat in a race and had to have the track replaced, he told the boatyard to put it back exactly the way it had been. The shipwrights told him that at the time they'd never seen a boat built that way!

Of all the Spaulding 33s, Ivan's is a work of art. He is a pattern maker, one of the most skilled of the carpentry crafts. The teak for my dining room table ended up on his deck! He used Honduras mahogany plywood, and when it was finished she seemed almost too beautiful for paint or to be put in the water.

Needless to say, we love our Spaulding 33. She's so well balanced that she'll literally sail herself, and doesn't know what a broach is. Relatively dry and a good sailor in rough weather, it's no wonder that two original owners still sail theirs and that others are scattered around the world. The design just goes to prove that Myron Spaulding is a true master of marine architecture.

— ruth gordon schnapp

the most outrageous berth rate

Do you think berth rates are too high at your marina? They're not — at least by comparison with New York's soon-to-open 26-slip North Cove Yacht Harbor.

The North Cove name makes the marina sound remote if not bucolic. But it's not. If Manhattan's World Financial Center Towers fell in the right direction, they'd land on top of North Cove's pilings. If you had a good arm, you could toss a gold ingot or even junk bonds all the way to Wall Street.

Now, about those berth rates. Try \$616.43 a day! That doesn't include an escalator clause. And did we mention the minimum length of such a lease is seven years (or \$1,575,000)? You think we're making this up, don't you? We're not.

Watermark, the development company for the marina, had to get approval from 16 different government agencies. They weren't going to get it until they agreed to create a "spectacle marina" without fences or gates. Thus the teeming masses, who otherwise might feel resentful at the use of public lands, will be able to stroll the docks right next to the mega yachts.

Will the marina, pardon the pun, float? There seems to be divided opinion. Watermark's president, George Nicholson, says that the first luxury marina for big yachts was built in Monaco in 1969. Now, he points out, there are 40 of them. And while there are only 400 yachts that can qualify for mega-yachtdom in the world today, the Reagan administration was so good to the rich that yards can't pump the monster yachts out fast enough. (Nicholson says that satellite communications, computers, faxes and modern telephones mean that businessmen can both work and play aboard their floating palaces — which explains their sudden surge in demand).

Even so, are there really people who will shell out \$18,000 a month for a berth? Nicholson says a middle-of-the-road mega yacht costs about \$8 million to build and another \$800,000 a year to operate. When you're playing with those kind of numbers, a quarter of a mil a year is nothing to pay for a berth — even if the season is only five months long.

No, the reclusive and publicity-shy Donald Trump will not be the first person to place his yacht in prestigious North Cove. His 282-footer *Trump Indulgence*, once the toy of "the world's (formerly) richest man" Adnan Khashoggi, is about 130-feet too long to squeeze into the marina. Malcolm Forbes, whose 151-foot *Highlander* would fit, says he's happy with his ship's current berth at an upstream pier — unless, of course, Liz would prefer he relocate her at North Cove.

The marina opens in June, so make a note to check it out next time you visit the Big Apple. We're expecting a full report.

Incidentally, the photo at right is not of the North Cove Marina but rather of the 'phantom' marina just southeast of Paradise Cay. The weird thing has been like that for years; neither completed nor torn down. Anybody know the full story?

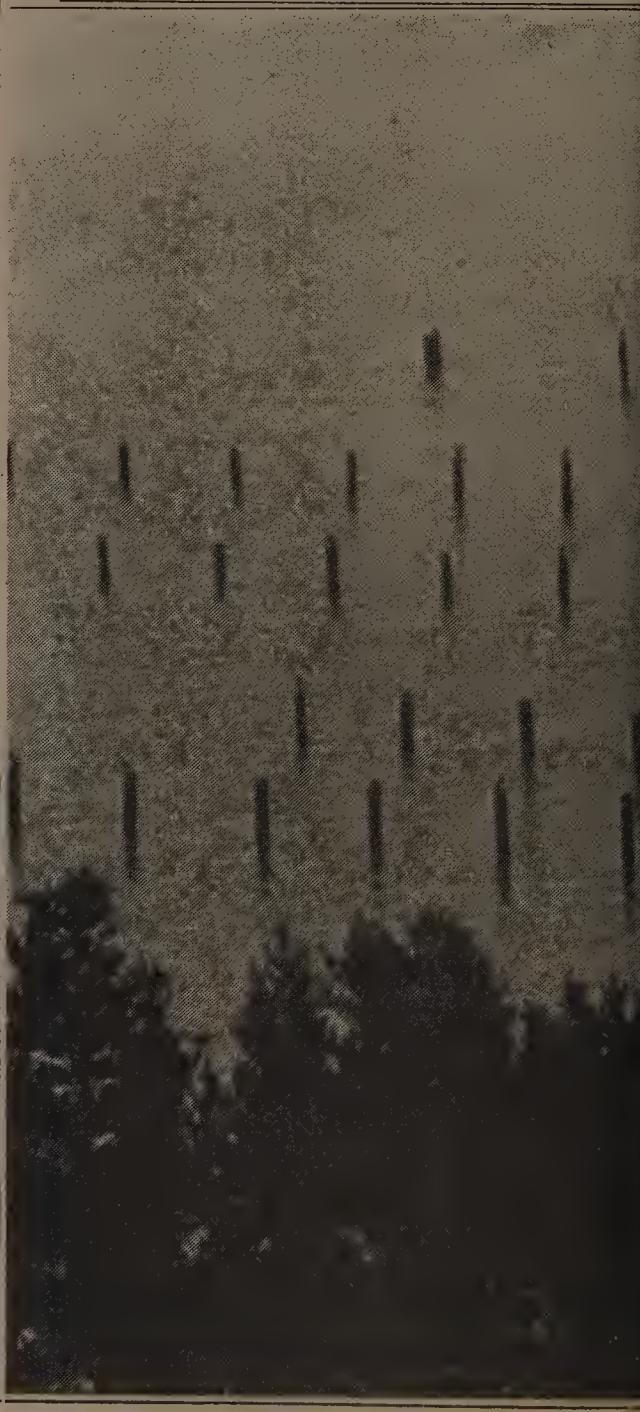
better luck

The waters of the world took a worse than normal beating last month. Here's a short rundown:

State Controller Gray Davis and Lt. Governor Leo McCarthy told the State Lands Commission that the city of Santa Monica has to remove 130 tons of trash from a three-mile stretch of beach each month.

Down in the Everglades, experts reported finding some of the highest ever concentrations of mercury in gamefish. Are the high levels a result of natural causes brought on by a drought, or man-made causes such as factory smoke from Mexico or midnight dumpers? At this point nobody

stay sane by



next month

knows for sure.

Off Cherbourg, France, a minesweeper is searching for a container filled with six tons of the highly toxic pesticide, Lindane. The deadly poison was lost when the Indonesian ship carrying it sank.

Certainly we all know about the 100-mile long, 250,000 barrel oil slick that was created off Alaska when an unauthorized helmsman drove the *Exxon Valdez* over two jagged rock outcroppings. That oil spill is being called the worst in U.S. history.

Over in Marin County, three liveaboards peed into Richardson Bay.

All in all, not a good month for the planet's precious bodily fluids.

sailing this weekend

short sightings

OFF CRISSY FIELD — Don't ever think it can't happen to you. On March 19, 60-year-old William Kerr of Sacramento fell off the 30-ft sailboat *Day Dream* within a few hundred yards of the Fort Point Coast Guard station at Crissy Field. The fishing boat *New Captain Pete* plucked the man from the water almost immediately, and a Coast Guard rescue boat arrived within five minutes. Kerr was pronounced dead shortly after an ambulance brought him to Letterman Army Medical Center. Cause of death has not been released as of this writing.

MIAMI — In May of 1983, Jonathan Popper, a surfer, was bitten by a shark off a public beach. For the last six years, he's been trying to sue Dade County for \$63,000 for failing to warn bathers of the danger. Last month, after slightly more than an hour of deliberation, a jury dismissed his claim.

CORINTHIAN YC — The BCDC has approved a plan to reinforce the seawall near the Corinthian YC with 70 cubic yards of rock. Also on the docket for spring is a plan to replace a 4,000-square-foot wooden deck in order to improve wheelchair access to the club.



LATITUDE/RICHARD

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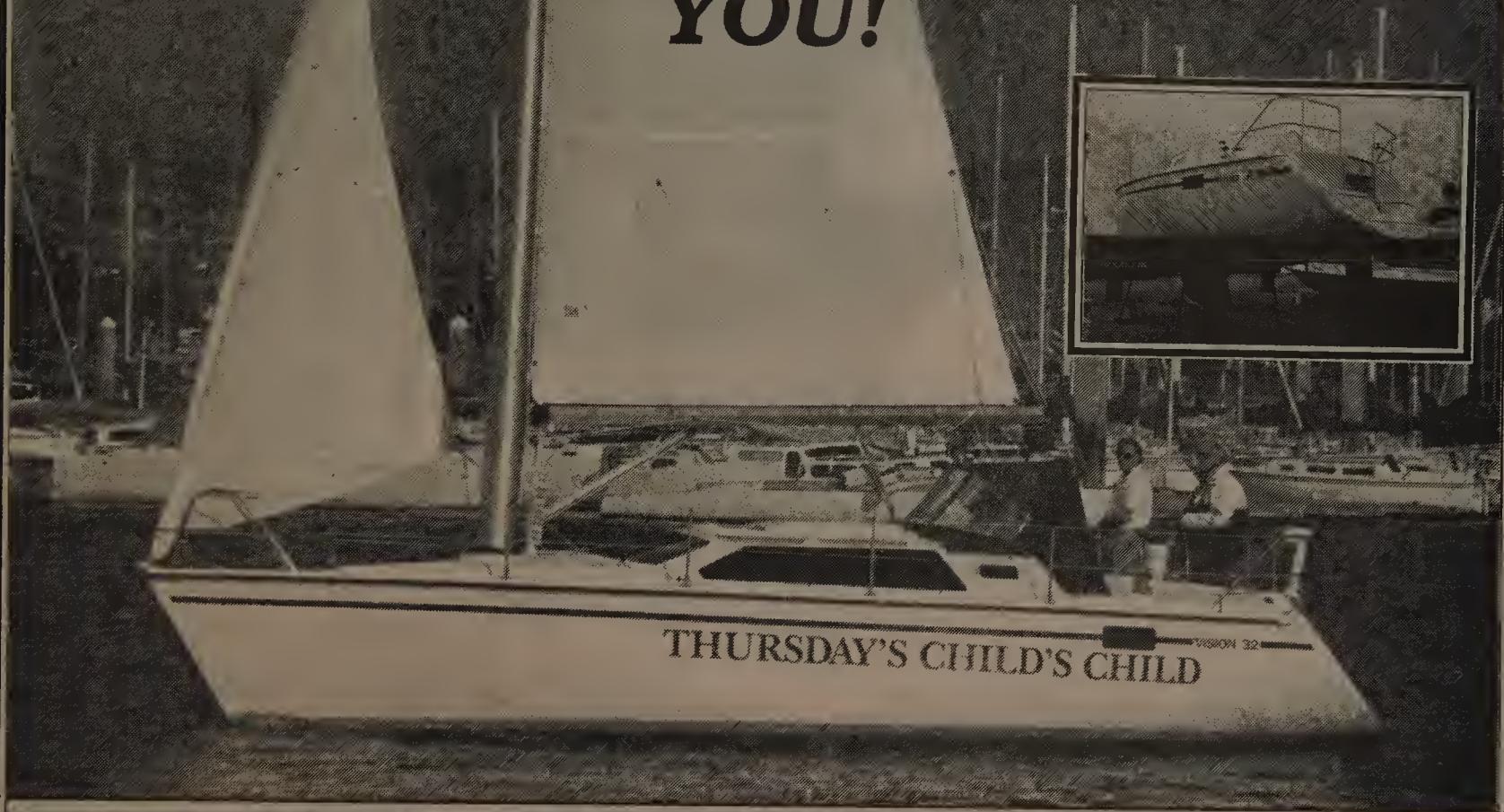
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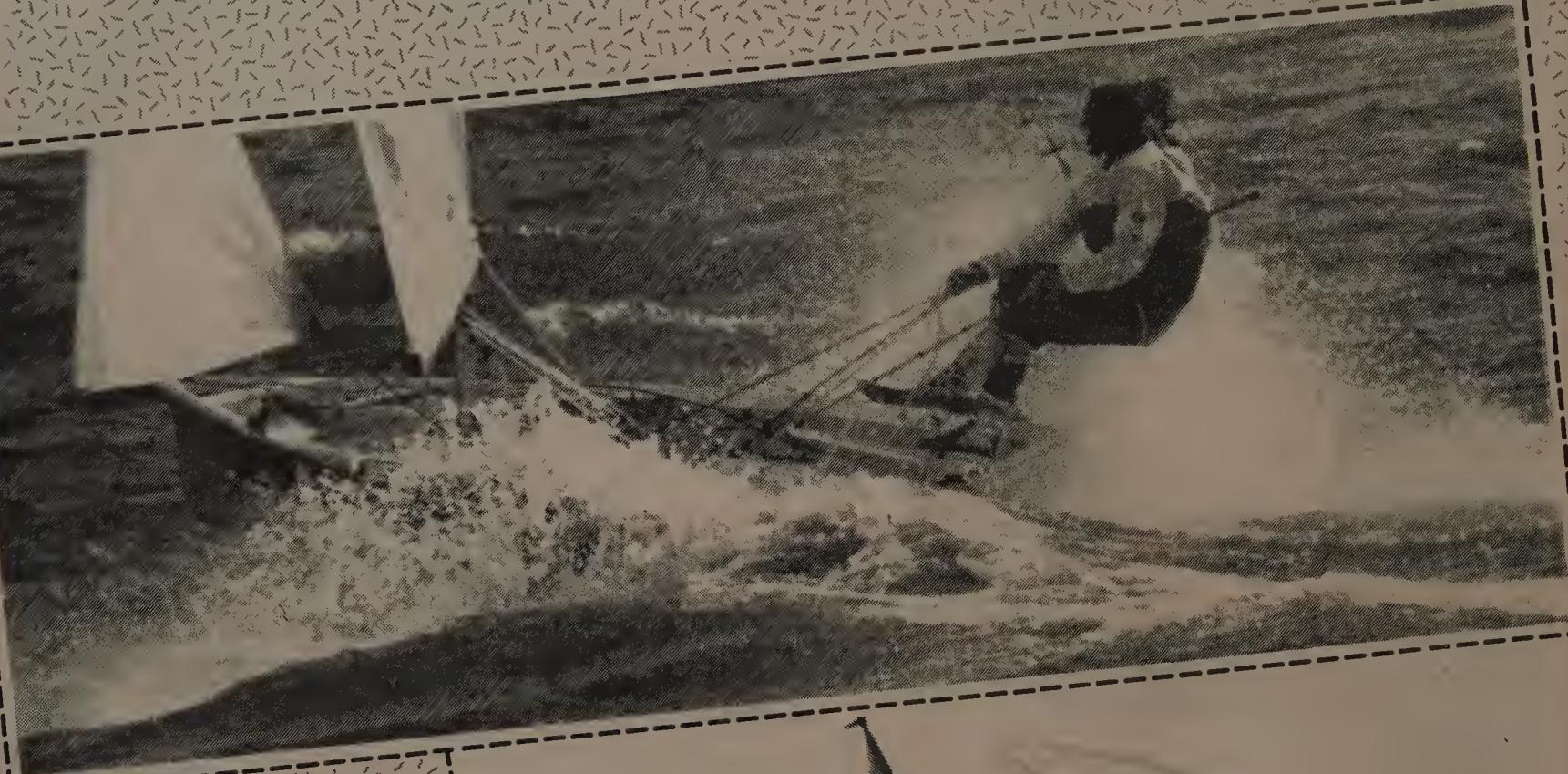
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ULTIMATE (?) YACHT RACE



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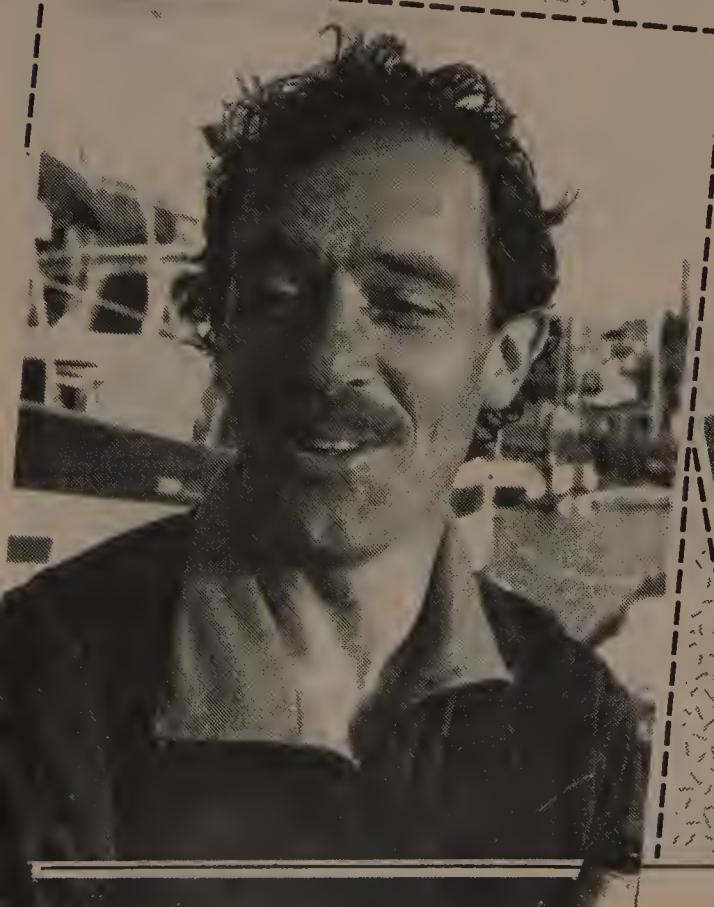
\$ 30,000

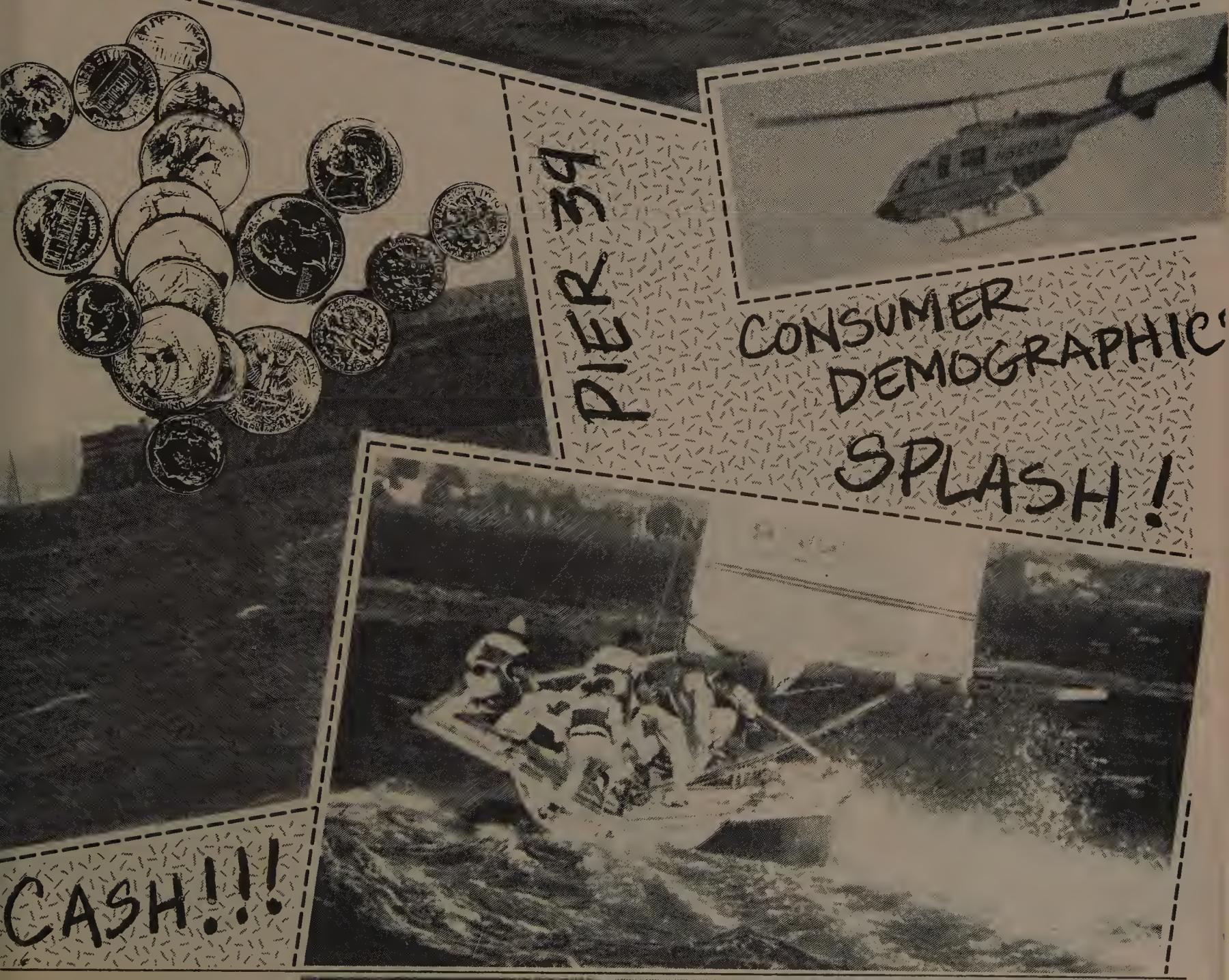
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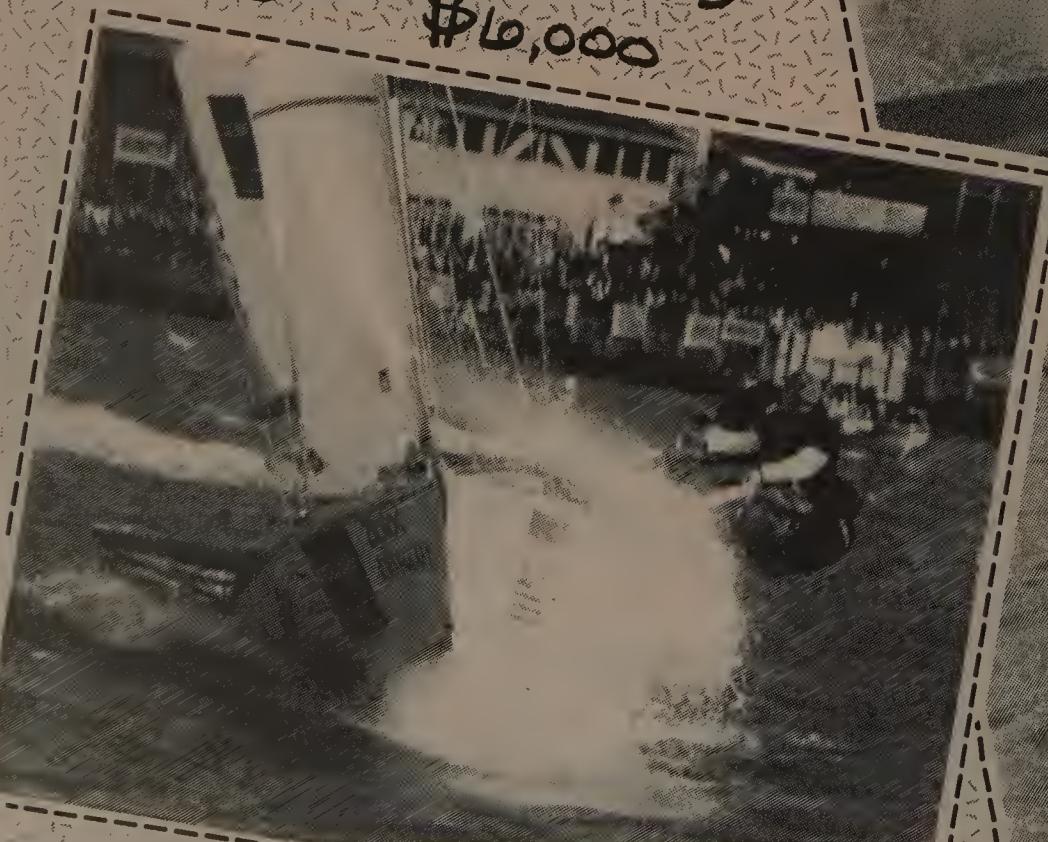
CASH!!!

ULTIMATE (?) YACHT RACE

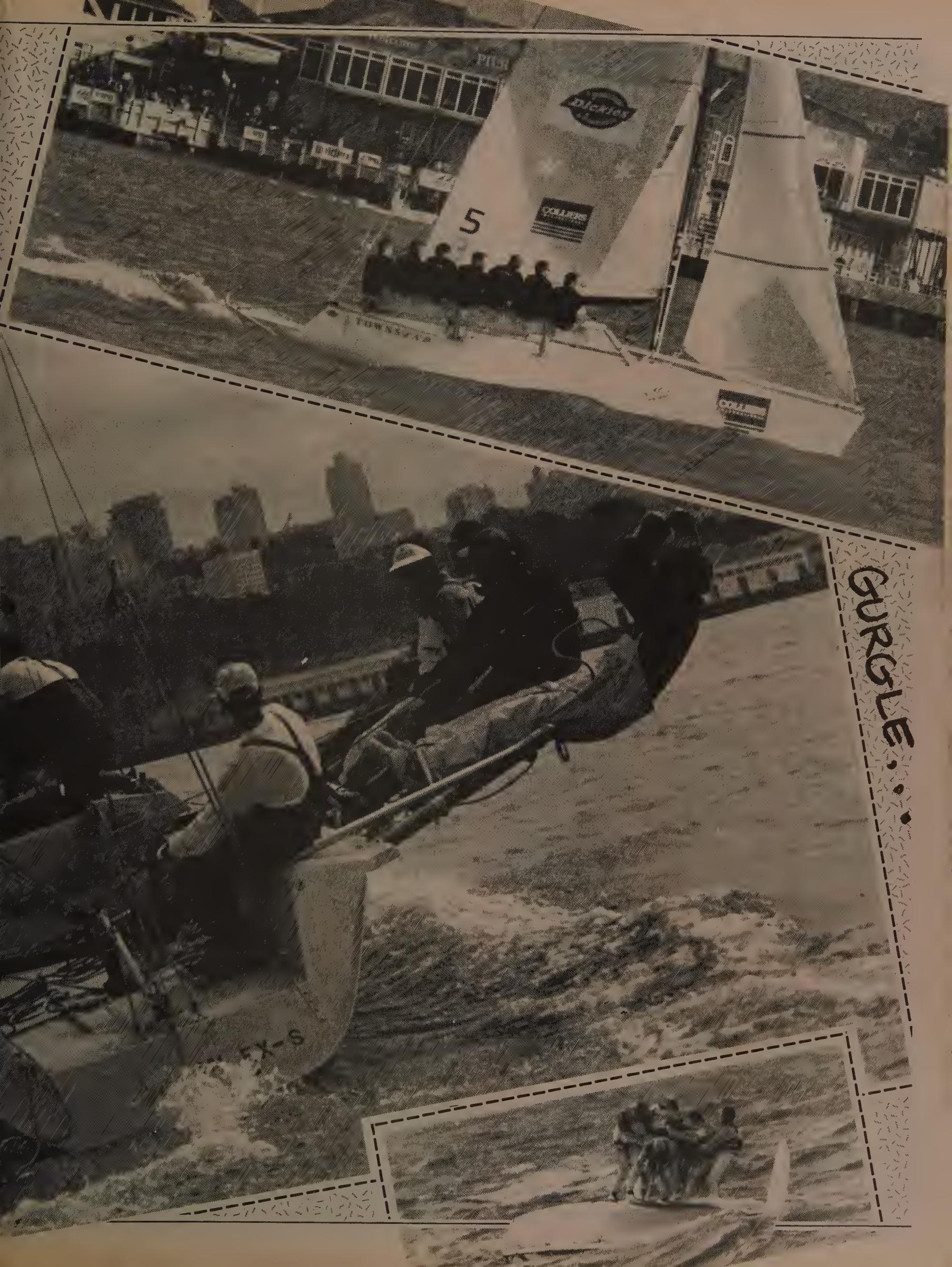
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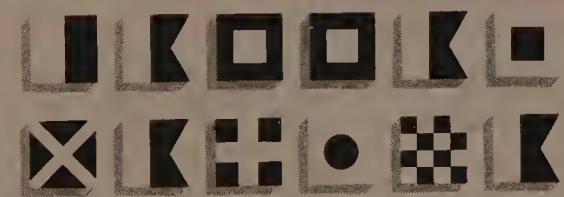
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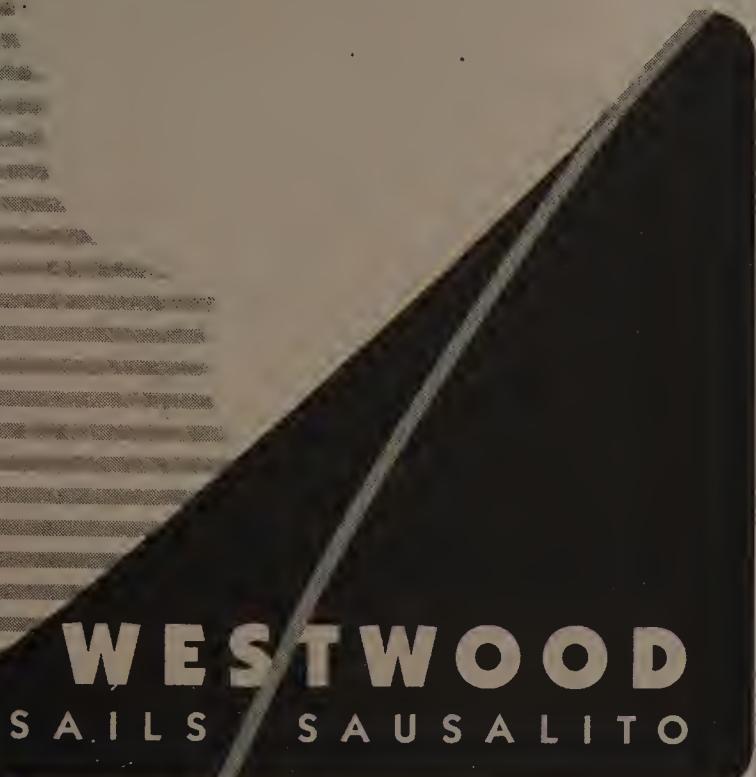
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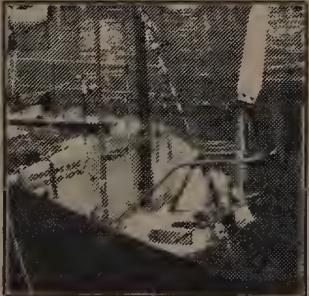
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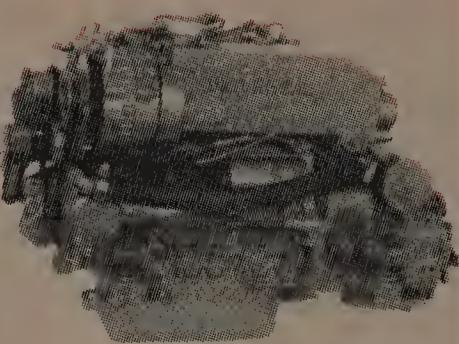
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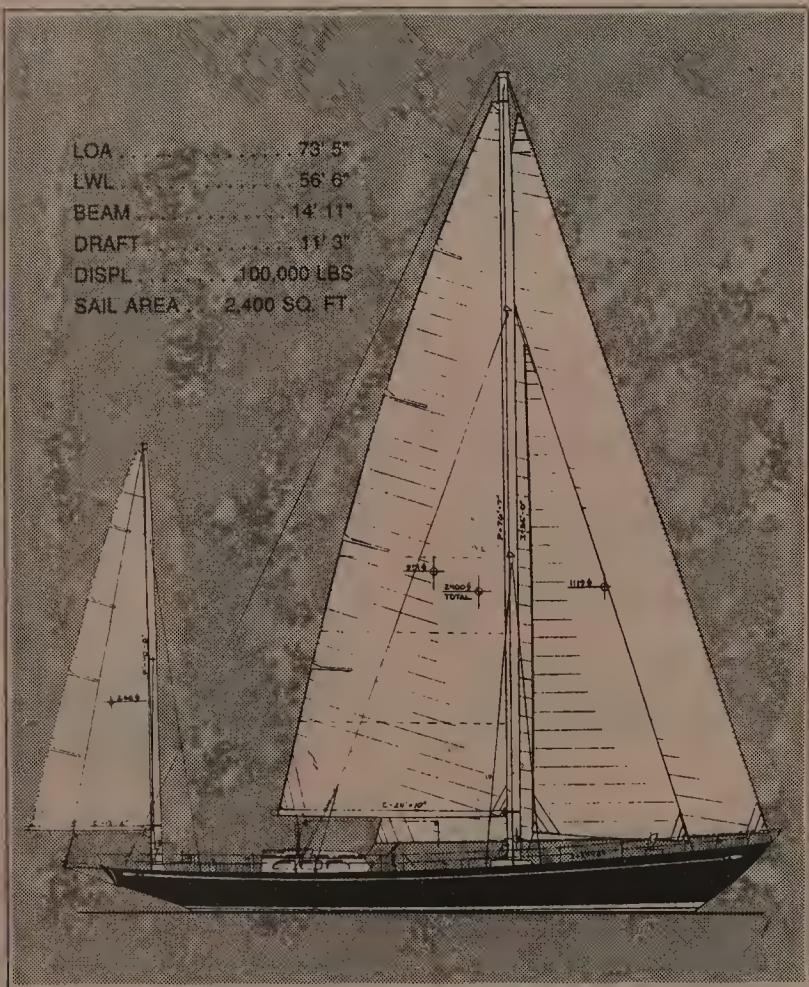
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KIALOA II

Dateline, July, 1988: Eight days out of San Francisco, the 73-ft Kialoa II powers through the moonlight seas, her 4,000-square-foot spinnaker pulling her toward Hawaii at hull speed — 11 knots — or better. The prior noon, she'd logged 210 miles, her best day's run so far in the 1988 Pacific Cup.

Going off watch at midnight, owner Frank Robben hits his bunk, exhausted from an intense trick at the wheel. But he's too preoccupied to sleep. The boat is carrying more sail than she should in the squally conditions, not to mention at night. Then again, Kialoa was born for the chase and built to be pushed. Somehow, the thought of shortening down seemed akin to a jockey reining in Man O' War just before the finish of the Kentucky Derby. Besides, so far the helmsmen in the chartering group had been able to keep this ocean-going thoroughbred under control. Finally, to the hum of wind in the rigging and the swish of water outside the aluminum hull, exhaustion took over and Robben began to drop off. In half sleep, he felt the next squall hit and the boat begin to go.

"It was a pretty bad round-up," says Frank, who was on deck to see the boom go in the water at 12 knots. Before anyone could do anything, the mast end of the spinnaker pole blew up. With that, Kialoa recovered, shook herself off and began scudding before the 35-knot breeze again — the out-of-control spinnaker alternately booming full and collapsing while the 33-ft spinnaker pole did a demented breakdance on the foredeck.

"Someone yelled for something to be done, but I motioned everyone back," says Frank. "I didn't think we should rush into anything." A second later, the problem solved itself as the 2.5-ounce chute shredded, lowering the pole more or less peacefully onto the deck where the crew secured it and the remains of the sail. After making sure everyone's fingers and limbs were still intact, they set the storm chute with a spare pole and Kialoa II charged on.



It was maxi-yacht racing at its best, even though the maxi in question is considerably older, heavier and more, well, "full figured" than most of the boats that wear that description today. But like the saying goes, the legend lives on, and Kialoa II's days of racing and, more important, pleasure sailing, seem to be reaching ever greater heights with each passing year.

Things haven't always been so rosy for the boat. In fact, save for the dreams of an aging sailor and the dedication of dozens of Bay Area marine professionals and friends — and fate — she might well have been rendered down into 50 tons of beer cans by now.

Kialoa II was the first boat Jim "Mr. Maxi" Kilroy had built. (His first Kialoa was a 50-ft Sparkman & Stephens yawl he bought in

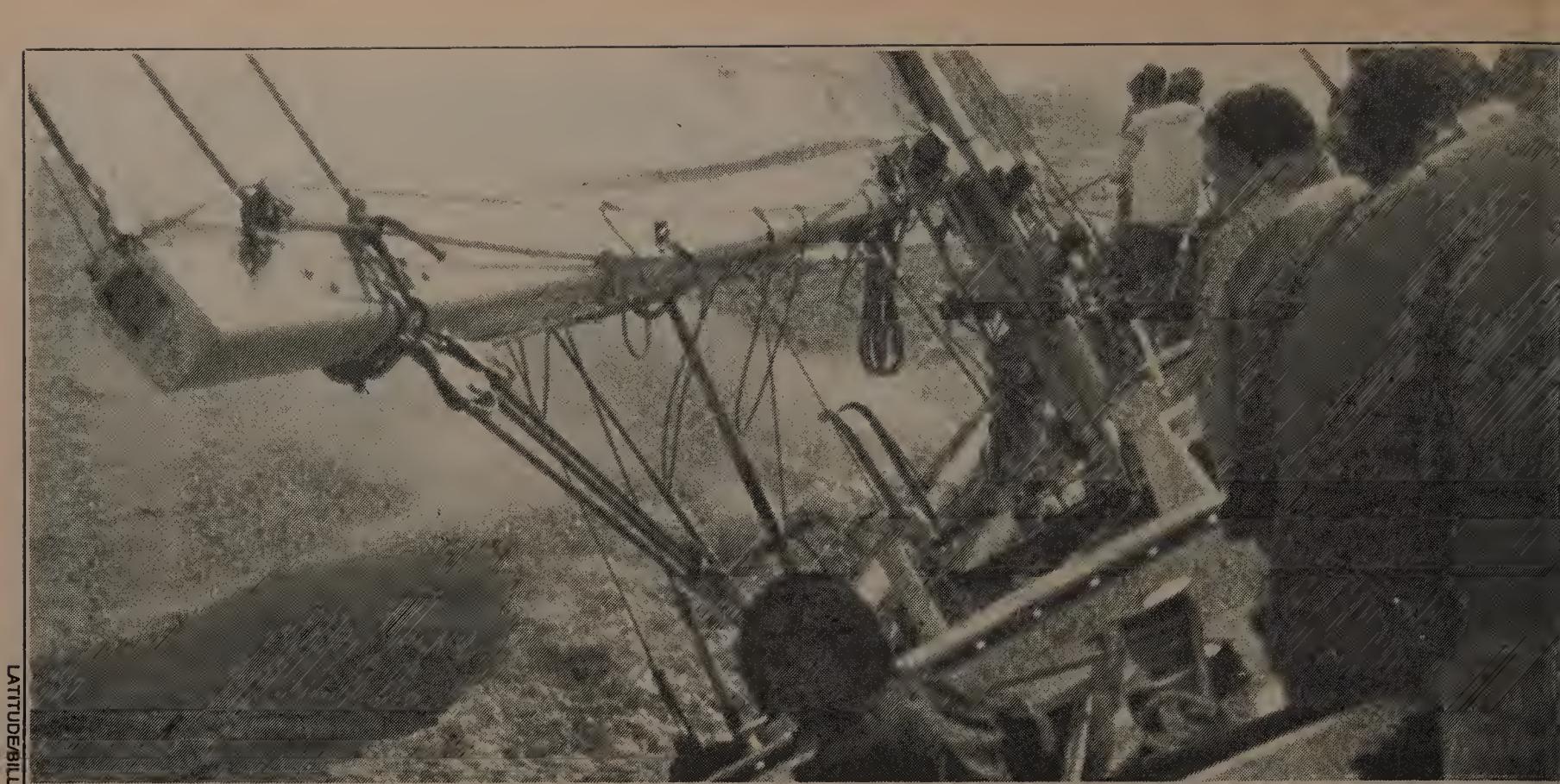


Southern California.) It was also the first boat built at the Yacht Dynamics yard in Harbor City and, in 1964, the first large aluminum boat built on the West Coast and possibly the country.

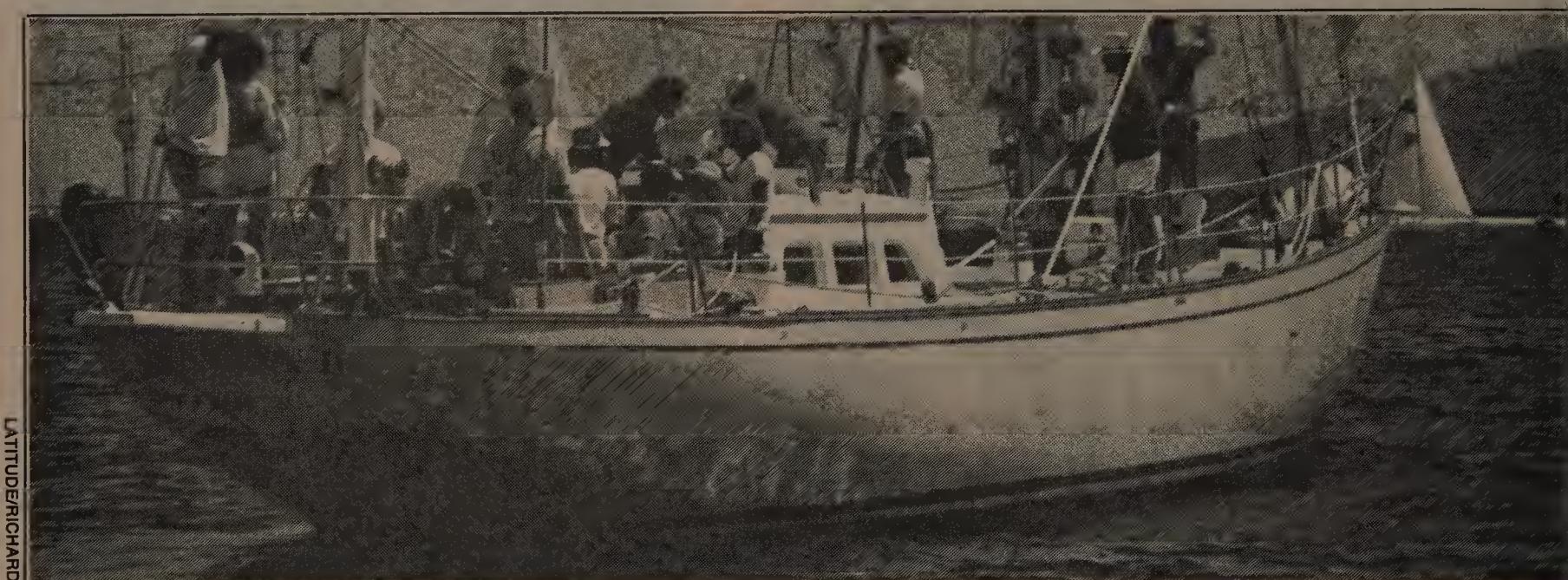
Built expressly to race the oceans of the world, Kilroy wanted the new sloop — also designed by Sparkman Stephens — to rate well under both the CCA (Cruising Club of America) and RORC (Royal Ocean Racing Club) handicapping rules. It was a tall order, considering one rule encouraged narrow beam with high aspect sailplan; and the other liked more beam and low aspect. *Kialoa II* ended up with only 15 feet of beam (down from the designed breadth of 16), quite slim for her length, and, with a boom that stretched almost to her wheel, a low aspect rig. Two years after

launch, both rules were scrapped for the International Offshore Rule.

In 1968, the boat underwent radical surgery to try and make her more competitive under IOR. Among changes made were the addition of 6,000 pounds of ballast and a foot of draft (to 11 1/2 feet); the installation of a spade rudder (the old keel-mounted one was cut down and still serves as a big trim tab); and the rig changed into a yawl, the sailplan she carries today. To adopt the latter change, 9 feet of main boom got lopped off — instant high-aspect main — and the lost square footage was added back into the mizzen. The mizzen ended up not being used a lot, however, and Kilroy often removed it from the boat completely prior to a race.



LATITUDE/BILL



LATITUDE/RICHARD

It would be nice to say that *Kialoa II* was a terror on the race course. Make no mistake, she was a well respected competitor with many victories under her belt — foremost achievements included a class win in the '65 TransPac and a 9-day, 9-hour elapsed time that's respectable even by today's standards; and a grueling upwind Sydney-Hobart record that stood for many years. But with hall of fame competitors like *Blackfin*, *Windward Passage*, *Stormvogel* and others, most of which were built to the new rule, her days of glory were brief. After meeting Kilroy, current owner Frank Robben feels *Kialoa II* did as well as she did in those early years by the sheer drive and willpower of "Lord Jim." We don't doubt it for a minute.

In 1973, Kilroy donated *Kialoa II* to the United States Coast Guard Academy in New London, Connecticut, and she spent the next half decade training and racing midshipmen and officers in local races, and an occasional long distance event like the Bermuda Race. The Coast Guard sold the boat to her third owner, Martin Crowley, in 1978. Crowley brought her back to the West Coast, entering her in the '82 Vic-Maui Race and Clipper Cup.

The boat subsequently fell on hard times. Two years of being shuffled around, repossessed and just sitting — not to mention more than 20 years of hard use — showed painfully both inside and out when Frank Robben looked her over in 1984. He dis-

missed the possibility of buying the boat, but the fates had other plans in mind.

A few months prior, on his 50th birthday, Frank Robben sat back and took stock of his life. He was a prominent physicist at Lawrence/Berkeley laboratories; an enthusiastic, longtime sailor; and a family man and father of four grown children — a success by anyone's standards. But in his heart of hearts, he knew the big five-oh marked a crossroads. "I just knew that if I was ever going to do anything different in my life, now was the time," he recalls. So he quit his job, gathered together his life savings and went shopping for a boat — a big boat. Encouraged by wife Marsha, he determined to do what he liked best, go sailing, and somehow make it pay for itself.

Kialoa II was definitely at the major crossroads of her life, as well. What was not apparent at first was that the boat and the man were standing at the same fork in the road, so to speak. Then Frank got a call one day that the bank was taking bids on the boat. Just to see what would happen, he put in a ridiculously low one. The next thing he knew, he owned a 73-ft yacht.

As dreamers throughout the ages have found out, though, bargain boats can become financial nightmares in pretty quick order, and *Kialoa II* wasn't any different. Though a survey showed her ba-

KIALOA II



DICK MARSH

sic structure to be solid — everything on the boat is built brutally strong — the tired old racehorse was in dire need of industrial strength TLC.

"We basically had to replace all the machinery, all the plumbing and all the wiring," says Frank. "It had been there 23 or 24 years, and was just all worn out or done wrong." And so began Frank's education as a big boat owner.

The boat went "under the knife" at Sanford Wood Boatyard, and at the height of work was so ripped apart that Robben was convinced she'd never get back together. For a man used to a life of logic and being in control, it was nothing short of a living nightmare.

"I'd never been in the position of spending that much money with the very real possibility that I would never get any of it back," says Frank, who adds that the cost of repairing everything ran quite a bit more than the purchase price of the boat. "For the first time in my life, I had to accept the possibility of major defeat. It was a very humbling experience."

But of course it did come together, and in fact came out very well. (Robben gives particular credit for the excellent rebuild to Cress Baxter, Mike Richardson and the crew at Sanford Wood.) Functionally and aesthetically, the boat is as good as she's ever

been, and Robben hasn't let a bit of it go to waste. *Kialoa II* has chartered the last three seasons on the Bay and is currently on her third Mexico jaunt. Last year alone, Robben put 12,000 miles under her keel — an "average" of 32 miles a day!

The most pleasant surprise of all, both to Robben and the many people who've gotten to sail the boat, is that she is as much a pleasure to sail off the race course as on. With her full keel, the big yawl tracks like a locomotive and rides like a Cadillac. One sailor said she's so steady you could "dribble a basketball up the deck with no problem." Several experienced small boat sailors have called a simple daysail aboard one of the most enjoyable sailing experiences of their lives.

Kialoa's metamorphosis into a charter boat is a fascinating one, too. In a positive sense, her name, gold-plated heritage and maxi aura are big draws in themselves. On the other hand, Robben originally considered her interior arrangements one of the boat's major drawbacks.

Simply put, *Kialoa II* was set up for a racing crew, not a charter group. Though the mahogany appointments down below are sumptuous by today's standards (CCA required a full interior), and her galley and gimballed salon table are just as efficient for feeding 12 to 15 hungry charterers as racing crew, her sleeping accommodations are, shall we say, not so private. Save for a single forward stateroom, the boat is wide open down below with bunks lining the bulkheads.

By the time Frank got done with the plumbing and machinery, though, there was no way he could afford a new interior. Curiously, he says, after living with it these last three years, he's not sure now that he'd change it if he could. While charterers do have to sacrifice some degree of privacy, Frank says that so far that has worked out better than he could have imagined. As a partial result of it, most groups of charterers have grown much closer to each other, which for many is what sailing is all about anyway. *Kialoa* can even charm non-sailors, like the scuba diving charter that hired the boat because all the regular dive boats were booked. They enjoyed *Kialoa* so much they're already signed up for another trip.

The group that stands out most in Frank's mind, though, was headed by a man with terminal cancer.

"He wanted one last sail with his old college and sailing buddies," says Robben, "who usually goes along as skipper. "So the three of them came for a week with their wives. I was a little unsure of how everything would go, but it ended up being a wonderful, wonderful charter. When they left, they told me it had been the most meaningful experience in their lives. He died a month later."

Though the charter business has yet to get Frank out of the red, he has few regrets about his new lifestyle these days. In fact, when we talked with him last month, he spoke with near reverence of the boat and the effect it's had on his life.

"Sometimes, when I'm alone aboard, especially in the Sea of Cortez surrounded by all that beauty, I sometimes go through self-realizations almost in a Buddhist sense," he says.

And of *Kialoa II* herself? Well, if all goes as planned in the next few months, it may be awhile before you see her sailing on the Bay again. At this writing, the boat is going to compete in the Hiroshima Cup, which will start for that Japanese City from Honolulu on June 18. (Four or five crew positions are still open for this race. Call Mary Crowley at Ocean Voyages — (415) 332-4681 — if you're interested.)

After that, Robben and his crew will go on to the South Seas, ending up in the Mediterranean in the spring of 1991. With some luck, he may then meld the best of two worlds into one: A possible year-long charter by Scripps Institute to track ocean thermals across the Atlantic. He'd once again be able to work as a scientist, and he and *Kialoa II* will be where they obviously belong: out sailing the oceans of the world.

—latitude/jr

SAILING

A few years ago, at the start of the Singlehanded TransPac, Kay Rudiger was out on a crowded spectator boat watching Mark, her husband, prepare to sail out under the Golden Gate Bridge, alone, for Hawaii. It would be three weeks before she saw him again. But where most wives and girlfriends around her might admit to being at least a bit depressed or frightened, Kay says at the time she felt frustration.

"There is this great picture of me at the

globe to race in various events, sometimes on relatively short notice. That means being gone from home a lot. Sure, many of these people are young and single, with nothing to tie them down. But a good many are also happily married family men or women.

Why do these relationships continue to

"People who do this could make a lot more money doing other things."

starting line of the '86 race, yelling at Mark to take down his number 3 and put up the number 1," says Kay. "I get involved, just totally involved, with Mark's races. And when he leaves, I'm rooting for him to do well. Sure I miss him, but I just say to myself that I'll see him at the other end."

That was not the first time, or the last, that sailing took Mark away from the Bay Area and Kay. However, unlike most relationships that need day to day encounters, the Rudigers and a host of others do just fine, thank you, when one partner sails away on a fairly regular basis.

flourish, rather than end up in "maritime divorce court"? There seem to be two main reasons. The first is a shared love of sailing.

"I sailed a bit before we met," says Kay, "but from the beginning, our relationship has centered around sailing."

So does Cathi and Steve Baddell's. Together, they run Excellence for Yachts, a boat delivery business. Like Mark, Steve is gone quite a bit up and down the West Coast, or to Mexico or Hawaii delivering boats.

"We've always been interested in boats



but it becomes part of your life.

"The people who do this could make a lot more money doing other things, but they love it. We feel fortunate that we can do something that gives so much back to the sport we love."

That brings up reason number two: Because both parties sail, each partner understands the need for the other to be out on the water. "Singlehanding and racing is just part of her nature, part of our nature," says Dan Newland of wife Linda. Dan and Linda are accomplished racers, in both singlehanded and crewed events; and both end up being gone from one another for several weeks at a time. When she gets time away from law school, Linda delivers boats and races when she can. Dan, who works on sailcloth patents for Orcon Corporation, is in the process of building a super lightweight 37-footer that he hopes to have ready for the 1990 Singlehanded TransPac.

"I think what she does is neat. Her accomplishments are her own. I appreciate her for her drive and ambition. To try and demand that she be around when I want her to wouldn't be fair. We allow each other reciprocal freedoms," says Dan.

Cathi Baddell enjoys one of the "perks" of sailing widowhood — a day on the beach in Mexico with hubby Steve.

and the water," says Cathi. "We even lived aboard our own boat with the kids and the dog for a few years. It wasn't always easy,



COURTESY CATHI BADDELL

Hard as it may be for some to believe, the Rudigers' relationship is not unique. Any sailor wanting to transcend the plateau of "weekend sailor" to professional must be willing to fly all over the

WIDOWS



Mark and Kay Rudiger at the finish of the '86 Singlehanded TransPac.

Of course, even with an understanding of a partner's need to be on the water, be it for a job or sport, someone is still left home to handle all the exciting things like

in the mail by the second (of the month). So when she was away, I had to change my lifestyle a little so she wouldn't worry. I swore on a stack of bibles that I'd get them out . . . 'No, Linda, I won't forget. You'll still have an apartment when you get home.'"

Susie and Jeff Madrigali also both sail

"From the beginning, our relationship centered around sailing."

bills, taking the kids to the doctor, and fixing the bathroom plumbing.

"When Linda did the Pacific Cup last year, I had to take care of all the mundane tasks that she usually handles," says Dan. "She is by nature much more fastidious with details. I take things in the larger perspective. If the checks get out sometime during the month, well, that's okay. But Linda starts to sweat bullets if they are not

and both occasionally have to be away from home to race. Besides holding down the home front, they have the added responsibility of two children, Amy, almost 2, and Matt, 3. Juggling out-of-town races and kids is never easy and there are times when Susie would probably like to plot it all out on a spread sheet. For example, this past summer, Jeff was gone for five days, arriving home late on a Monday. On

Tuesday, Susie left to compete in the Adams Cup in Seattle. When she got home, Jeff had to leave again for a week.

"We didn't see each other for 2 1/2 weeks," says Susie. "When I am gone, we have to look to my parents and my in-laws to take care of the kids. Jeff works all day, so he'll pick them up on his way home. Overall, I don't 'leave town' to go sailing as much as Jeff. For him, it's just how it has always been. When we first got married, it was something he really liked to do. Now he has to travel for his job (at North's Alameda loft). I like it better, obviously, when he's around, but I've gotten used to it when he's not."

However they are handled, though, day-to-day chores often take a back seat to the emotions many sailing widows face.

"Sometimes, after the start of a race, it feels like Christmas and all the presents have been opened," says Kay Rudiger. "I get really involved provisioning and putting the boat together, we share the build-up and excitement of the impending race, and then all of a sudden it's over for me. That's when I feel a let down."

Fortunately, most of Mark's races — and he's sailed in numerous crewed and singlehanded TransPacs — have been relatively short and close to home. However, last year, he was gone for four months. The first few months were consumed by a campaign that culminated with the CSTAR (Carlsberg Singlehanded TransAtlantic Race). Singlehanded, he raced the 40-ft Newick trimaran *Ocean Surfer* in a feeder



Kay Rudiger: "Put up the number one, Mark!"

race from the U.S. to England, then turned around and drove the boat to a second in division in the CSTAR itself, which goes from Plymouth, England to Newport, Rhode Island. Two weeks after he got home to Sausalito, he was off again to do

SAILING



Dan and Linda Newland.

the Kenwood Cup in Hawaii.

Having Mark gone so long was a little unsettling for Kay, but as always she managed to survive Mark's adventuring with her sense of humor intact.

"We celebrate our 10th anniversary this year," she says. "The symbol for it is aluminum. I said, 'What are you going to buy, a new mast for the boat, or an aluminum boat?'"

Linda Newland feels that since both she and Dan are involved with the sailing world, they understand how much the other person really enjoys being on the water. But even that can lead to mixed emotions.

THURSDAY'S WIDOW

We thought it would make an interesting addition to "Sailing Widows" to get some comments from 1989's "record" widows, *Thursday's Child*'s Linda Luhrs, wife of skipper Warren Luhrs, and Mary Brown, girlfriend of Lars Bergstrom. (The third crewman, Courtney Hazelton, is apparently "between commitments".) Warren and especially Linda turned out to be very private people who wanted to avoid the limelight as much as possible — not an easy attitude to maintain with 400 cameras and the eyes of the nation on their every move. But we respected it (well, except for a few photos) and did not pursue an interview with Linda.

Mary Brown, an attractive, dark-haired Australian, was just the opposite. She was enjoying every aspect of *Thursday's Child*'s recent adventure, and was more than happy to talk about it from her "behind the scenes" perspective. Here are a few of her comments.

"We were all sitting around the table after dinner when Warren asked Lars if he

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

A few years ago, Dan did the SORC (Southern Ocean Racing Circuit) and Linda remembers all those phone calls from

Most spouses who get left at home keep in contact with their sailor by HAM or some other type of ship to shore radio.

"I like it better when he's around, but I've gotten used to it when he's not"

the Bahamas. She was proud and happy for him, but it was tinged with "What I wouldn't give to be on one of those boats!"

"I was dying of envy," she admits. "But I've become very resilient. I take things as they come. When I was younger, I was more 'clutching.' If someone was out of my sight, or I got left at home, I thought I was going to die. I'm not like that any more. There is a lot more trust. Now, I enjoy him going sailing as much as he enjoys me doing it."

And none, at least among this group, think about dangerous situations at sea.

"The one thing I haven't been is afraid," says Cathi Baddell, echoing the sentiments of the others. "I'm never worried he isn't coming back. I know there have been a couple of rough trips, but Steve is very good at what he does. He can fix anything on a boat, and he goes out with only the best people. So I have a sense of him being safe."



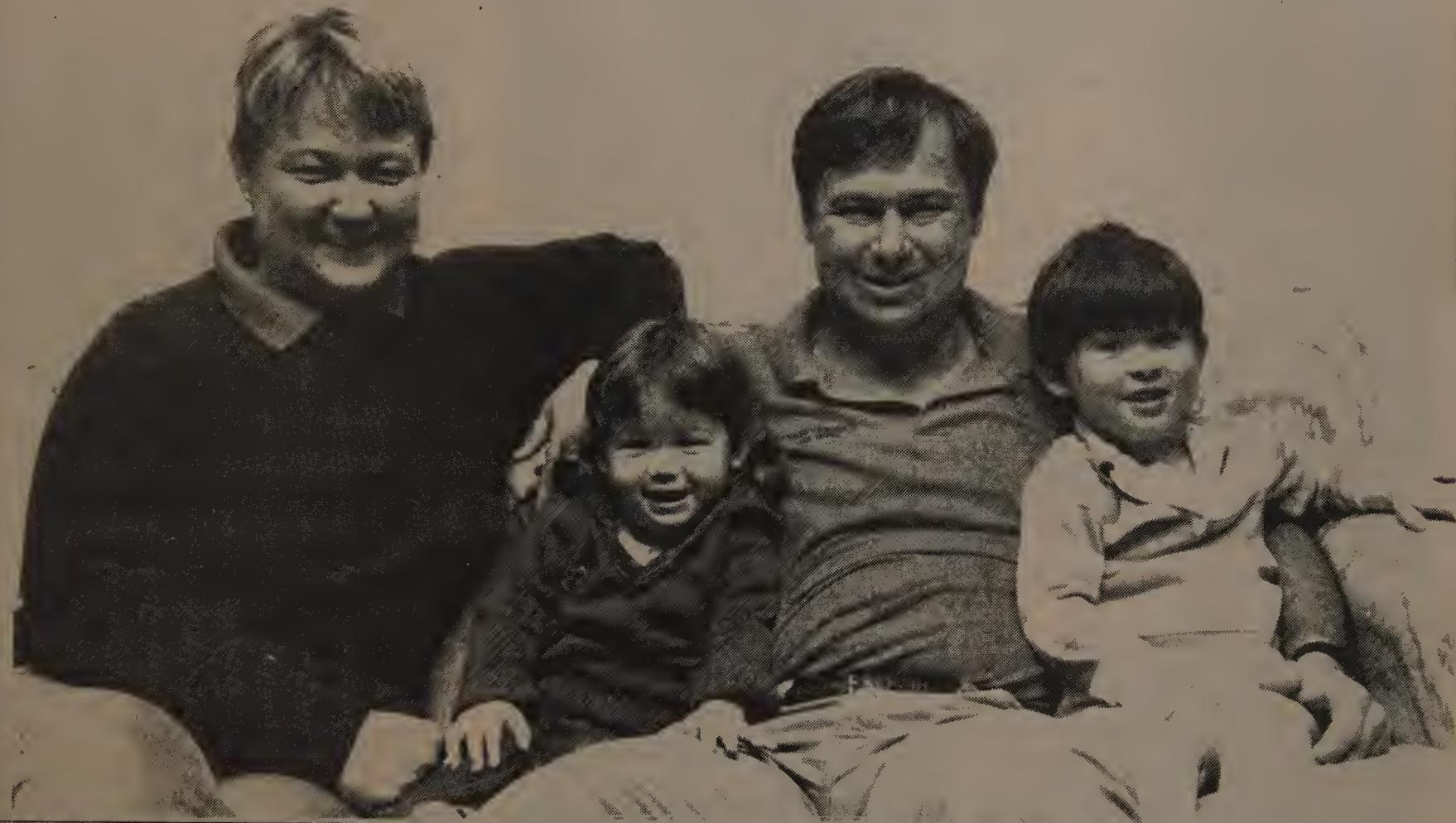
wanted to do the trip, to try to break the New York to San Francisco sailing record. Without a moment's hesitation, Lars said, 'Yes!' Then Warren said, 'First you have to ask Mary if it's okay.' Everybody looked at me as Lars asked. I didn't hesitate either: 'Yes, of course,' I said. From that moment on, we both made the commitment to the project and just accepted that we would not see each other for three months."

"I was in charge of breakfasts. I've been a vegetarian for many years and I know a good bit about nutrition. It was great to be

Lars Bergstrom and Mary Brown.

able to contribute something important to their well-being on the trip."

"I was very happy for Lars. I knew the trip would be good for him — you know, clear out the cobwebs. Long sailing trips give him time to think, and he always comes back with lots of new ideas. An example? He's very much a cruising person, so during the trip he worked out most of the design for the 63-foot cruising boat



The sailing Madrigalis: (l to r) Susie, Amy, Jeff and Matt.

"we're going to build for ourselves."

"When I was in Florida (we live in Sarasota), I was very interested in keeping up with the races and got FAXs every day. When I went back to visit friends and family in Australia, it was harder to follow their progress, but I kept up as best I could."

"I was never worried for the boat because I know how well it's designed and built. But, yes, I did worry some. And you know what about? When they arrived in New York last October after a rough 3 1/2-day trip from Florida, Lars went to jump between two boats and slipped. He broke a knuckle and cut his leg, which required 18 stitches. This was three weeks before they left. A week later, the leg got infected, but he wasn't going to let it stop him from going. I remember him going aboard the day they left with this big bag of antibiotics. At one point during the trip, I learned that he'd banged his leg and it had become infected again. That's the main thing I worried over."

latitude

There are pluses to being a sailing widow or widower. You've plenty of free time and "space" to yourself, for one. Another is what happens at the end of a trip. For most people it means a vacation,

gali had a great time in Mexico when she flew down (without the kids) to meet Jeff after the Cabo Race. Dan and Linda have their own post-voyage ritual. They go off by themselves to the mountains for a few days of uninterrupted quiet.

Although being left at the dock the first time can be a traumatic experience, some couples have learned to do more than just

"We both just accepted that we would not see each other for three months"

meeting the sailor in Mexico or Hawaii, enjoying all the parties without having to spend two weeks bouncing around elbow to elbow on a boat in the middle of the ocean.

After the 1986 Singlehanded TransPac, Kay and Mark Rudiger took off from Hawaii for a 1 1/2-year cruise to New Zealand on their Carlson 29, *Shadowfox*. Cathi met sailors from all over the world when she flew over to Hawaii to meet Steve after the Kenwood Cup. Susie Madri-

live with it.

"I like being a sailing widow," says Kay Rudiger. "When I was in college, my girlfriend and I had our own visions of what the perfect man would be like. Her idea was an intellectual jock. My idea, before I ever met Mark, was the gentle adventurer. That's what Mark is. He always wants to find a new horizon. He leads me to it and I can share in the adventure without taking all the risks. I like that."

— glenda ganny carroll

BAD HOSES:

It's been my experience that most people take rubber and plastic hoses for granted. Unfamiliar with hoses, the general attitude seems to be "a hose is a hose". If a hose fits and looks strong enough for the job, people assume it's a proper application.

Having been in the rubber hose business for 20 years, first as a chemist/compounder and more recently

"The water was all the way up to here," says Jules, putting his hand just above the air filter.

specializing in technical sales, I know different. I've seen injuries caused by common air hoses blowing up when used in high pressure applications. I've seen fires caused by using hoses with the wrong tube compounds for chemically potent solvents. I have seen people become sick from using hoses for potable water because the hoses were not made from compounds approved by the FDA. I have seen leaks and blown

hose ends caused by the use of over-built wire hose that was so rigid the clamps used to secure the ends weren't strong

I discovered —
much to my horror —
that we were taking
on water
at a terminal rate.

enough to last.

Boat owners should be aware that rubber and plastic hose applications are a highly-specialized field. Hose is an engineered product. As such, any proper application requires prior knowledge of the temperatures, material to be conducted, the working pressure, the environment in which the hose will be used, and whether humans will have to ingest what comes out the hose.

Boat owners having any doubt about which type of hose to use in a particular application should gather the above information and call a reputable rubber products house for help. It is not possible to tell whether a hose is right for a particular job just by looking at it. If it's a critical application such as fuel, marine exhaust or potable fluids, getting the right hose can save you a MAYDAY, a trip to the hospital, or worse.

Nobody knows better than myself. At 2:00 pm. on Sunday, February 27, the engine on *Satori*, my 46-foot Sea Eagle ketch, lost power and the pilothouse began to fill with dark smoke. We were about a mile south of the Point Potrero Reach (Richmond) at the time. Fearing a fire, we shut down the engine. But the discharge light on the engine room halon system indicated there was no fire.

When I lifted one of the hatch covers for a visual check, I discovered — much to my horror — that we were taking on water at what appeared to be a terminal rate. The top of the engine was nearly awash in



PIPELINE TO THE BOTTOM?

inky black seawater.

Donning lifejackets, I put out a distress call while my son manned the hand bailer. Coast Guard vessel #41507, commanded by BM2 Rothschild, was on station in approximately 12 minutes. By this time we'd been able to lower the level of water in the bilge substantially with just hand bailing. Apparently shutting down the engine had stopped the leak. When the civilian salvor on his way with pumps was diverted to another vessel in distress, we accepted BM2 Rothschild's offer to tow us to the nearest safe haven.

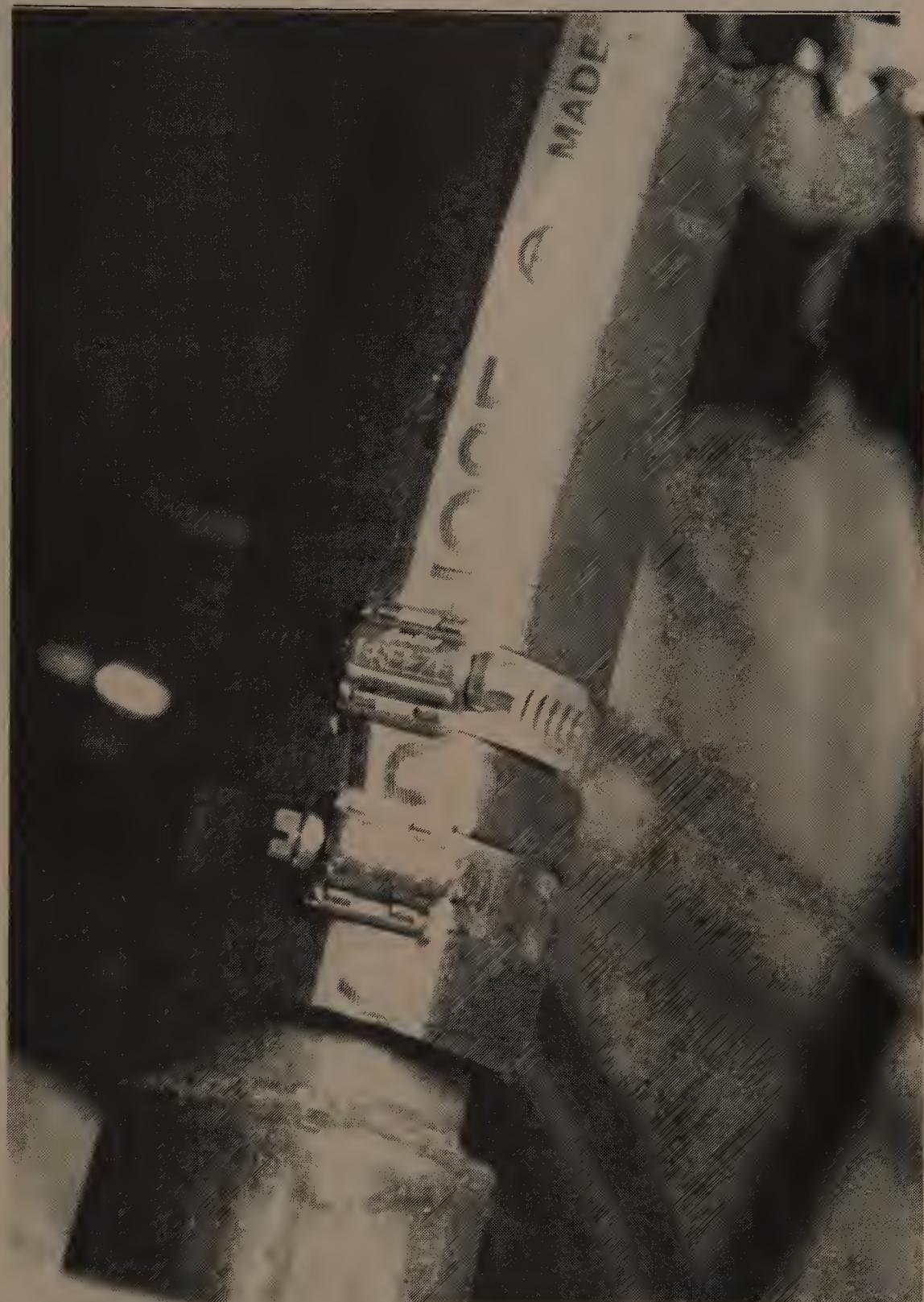
(My esteem for the Coast Guard was raised immeasurably by the conduct of the crew in this incident; I was particularly impressed with their courtesy and their concern for the well-being of my boat. The lash-up they fabricated was amazing, as it allowed them to maneuver my 15-ton, 46-foot boat with ease and precision. The vessel didn't receive even a scratch).

Subsequently I made an investigation of what caused the leaking and smoke. I found that the marine exhaust hose running from the engine manifold to the muffler had blown off, allowing the engine exhaust water pump to flood the engine room with cooling water. The smoke came from the engine exhaust, which was no longer being ducted overboard. The engine apparently died from oxygen starvation, as it soon had nothing more to run on but its own exhaust.

Although the blown hose appeared to be in excellent condition from the outside, and had been double-clamped at both ends, the inside of the hose told a far different story. The hose in question, a

Natural rubber should
never be used
around high heat
or petroleum products.

piece of original equipment from the Taiwan manufacturer, was four years old. The total engine time on the hose was only



43 hours.

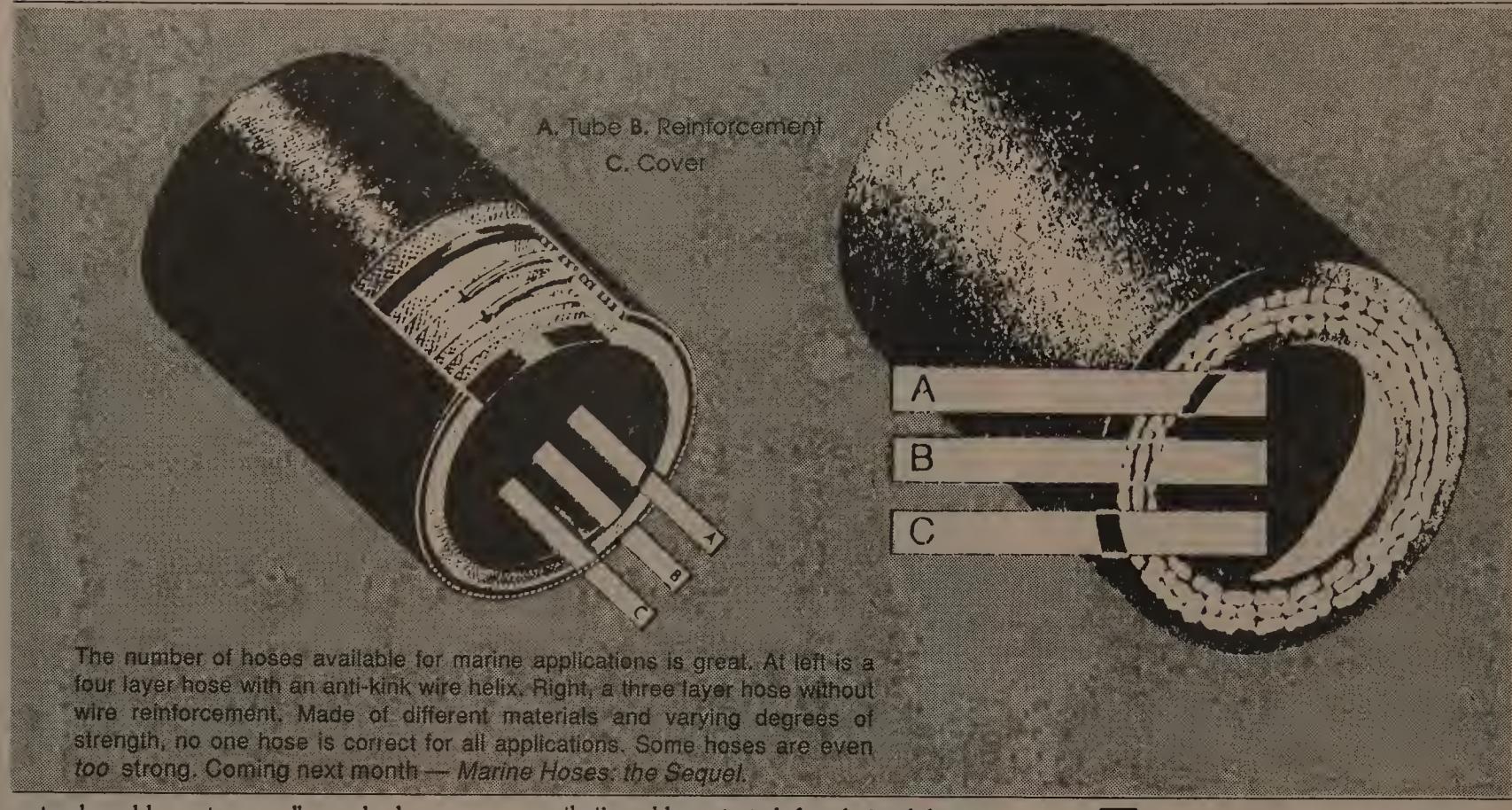
The tube and cover of the blown hose was compounded or blended with a large amount of natural rubber, which caused it to give off the distinctive "smoky" smell associated with rubber. Raw natural latex is often coagulated over smoke from wood fires, and the distinctive aroma remains even through extensive compounding with other ingredients to make a finished rubber product.

Natural rubber has a lot of

'Satori's' new hose, showing no signs of reversion or of turning gelatinous.

excellent properties, but two places it should never be used are in environments having high heat and/or regular exposure to petroleum products. High heat causes cured natural rubber compounds to break down and become soft and gummy. Chemists refer to the phenomenon as "reversion" because the high heat causes the cured rubber to seem as though it were reverting back to its original uncured state. Exposure to petroleum products causes

BAD HOSES: PIPELINE TO THE BOTTOM?



The number of hoses available for marine applications is great. At left is a four layer hose with an anti-kink wire helix. Right, a three layer hose without wire reinforcement. Made of different materials and varying degrees of strength, no one hose is correct for all applications. Some hoses are even too strong. Coming next month — *Marine Hoses: the Sequel*.

natural rubber to swell and become gelatinous.

On Satori, the hose had been exposed to both of its most contraindicated environments — with predictable results. The high heat of the exhaust mixed with the unburned and partially burned petroleum products in the exhaust gases turned the tube into a material with the consistency of black putty. There was nothing for the barbed ends of the exhaust

synthetic rubbers tested for their ability to take high heat and exposure to petroleum products. Spare marine exhaust hoses, cut to the proper length for each installation, will also be carried aboard.

I recommend that my fellow boat owners pay particular attention to their marine exhaust hoses when inspecting their vessels. Hoses in critical installations, such as coming directly off the engine manifold, should be pulled periodically and inspected

The first has to do with my VHF radio, which went on the fritz the week before the exhaust hose incident. I took it in to have it fixed and gave some thought to sailing that weekend without a radio. What the hell, nothing had happened to me before. But a little voice kept saying it would be stupid to go without one. Since I wanted a back-up radio anyway, I bought a little hand-held VHF. It was that handheld I used to send my MAYDAY.

The second has to do with safety inspections by the Coast Guard Auxiliary. Last year the local flotilla sponsored a two-day inspection blitz of our marina. They went around to as many boats as they could find, offering free inspections and stickers for boats that passed. When they got to my boat, I declined, claiming I had too little time; in reality, I just didn't want anybody to find anything wrong with my boat. My wife shamed me into finding the inspector and inviting him back. The inspection was painless and I learned a lot; so much I invited them this year and got my inspection sticker early. When the Coasties boarded my boat for the post-emergency safety check, I simply pointed to my inspection sticker. "Oh, good," said the boarding officer, "that'll save us a lot of time." Let me tell you, it's a whole lot better to be caught by the C.G. Auxiliary than by a Coast Guard boarding officer. Having that sticker can save you a lot of time and embarrassment in an inconvenient place.

— jules gilpatrick



fittings to grab onto, no matter how tightly the double clamps were turned.

All engine hoses conducting exhaust or exhaust cooling water aboard Satori have been replaced with Titan SS-269 marine exhaust hose, specially compounded from

A little voice kept telling Jules it would be stupid to go sailing without a working VHF.

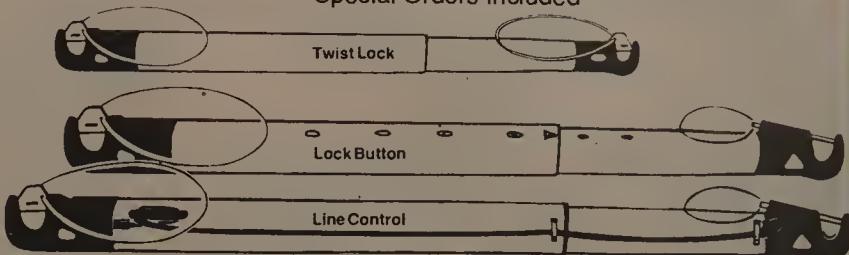
on the inside for tube deterioration.

P.S. Two things I wanted to add to the "God, am I glad I did that" department:



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HD 6-12 DL	22	16	25	22	1 1/8"	111369	\$182.50	\$159.00	\$118.50	\$40.50
7-17DL	25	22	28	25	2"	112151	\$239.35	\$209.00	\$155.00	\$54.00

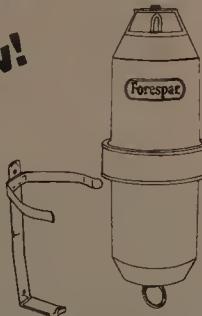
* Poles come with Lexan mast pad eye. Poles larger than 6-12 do not include any mast fittings.

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LC 10-18	33	28	33	33	2 2 1/2"	190892	\$427.90	\$379.00	\$278.50	\$100.50
LC 12-22	35	33	35	35	2 1/2" 3"	190900	\$555.45	\$489.00	\$359.50	\$129.50
LC 13-24	46	35	46	46	3" 3 1/2"	317248	\$849.50	\$749.00	\$549.00	\$200.00

NOTE: Recommendations are conservative. We don't want you to break your pole!



New!



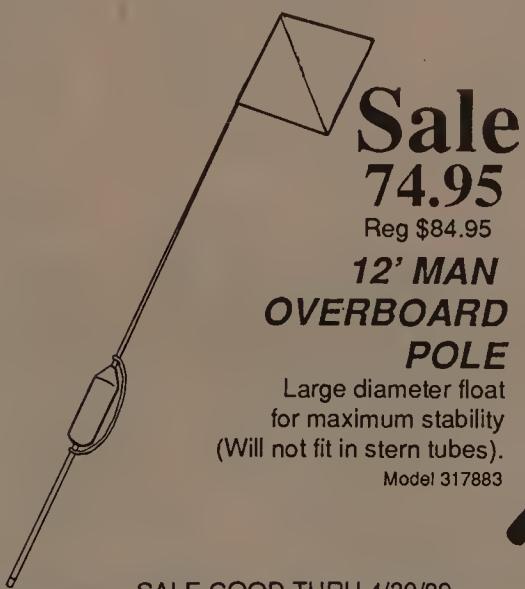
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BIG DADDY REGATTA:

Remember the scene in *The Wizard of Oz* when Dorothy's

switches from black and white into throbbing technicolor

anymore?"

Metaphorically speaking, the Bay Area racing community left Kansas on the weekend of March 11-12. Over six hundred sailors in 106 boats left behind the familiar PHRF rule — a performance handicapping system which is flawed almost by definition — and spent two days exploring the brave new world of IMS, the much ballyhooed International Measurement System.

The occasion was Richmond YC's seventh annual Big Daddy Regatta, and although dabbling with IMS may not have been as mind-altering as suddenly having your world colorized and finding yourself surrounded by midgets in lederhosen singing the "Ding Dong" song, it was an eye-opening experiment for all involved.

The popular Big Daddy Regatta, which pioneered the now standard Bay Area race format of two races Saturday and one long race Sunday (with the obligatory Saturday night blowout in between), provided the perfect venue to

— prompting our heroine to utter that now-immortal understatement, "Toto, I have a feeling we're not in Kansas

Ringmaster leads the circus past Blunt.

What a wonderful Wiz he is: Jim Antrim.

house jibe-broaches into Munchkinland? Remember how Dorothy timidly steps out onto her porch, whereupon her world



Movin' On, in foreground, movin' up.

baptize the masses into the wonders and vagaries of IMS. In keeping with the regatta's official motto — "let's get serious about having fun" — host Richmond YC kept it light and laid-back from the beginning, offering IMS "uncertificates" from the "Wizard of El Sobrante", better known as naval architect Jim Antrim.

The Wizard cooked up the mostly fudged IMS "unratings" for the weekend by using an elaborate and mysterious system known only to himself. Some boats — 14 to be precise — actually came to the regatta with valid IMS certificates. These ratings the Wizard called "real" (clever

guy, that Wizard).

The next category of ratings were for production boats who didn't have an IMS rating, but who have a sisterhood somewhere that has one. The Wizard shamelessly borrowed the sisterhood's rating to handicap this category

OFF TO SEE THE WIZARD

26, and even a 21-year-old Van de Stadt ULDB — the wily Wizard had to sharpen his pencil and actually earn his paycheck. These latter ratings, which he cranked out for 26 boats, the Wizard humbly called "wizzed".

How well did the El Sobrante sorcerer's ratings work out? Unfortunately, despite gentle 10 to 15 knot breezes and flat water (i.e., flood tides) throughout the weekend, the results of the Great IMS Experiment were inconclusive. The problem didn't have to do with the Wizard; rather, it was due to some uncharacteristic screw-ups on the part of the Richmond YC race committee. The racing was meant to consist of three races — 8.7 miles, 6.7 miles, and Sunday's 17 mile

of entrants. These ratings, which were applied to 66 boats, the Wizard naturally called "sisters".

But for the rest of the fleet — a smorgasbord of battle-scarred IOR veterans, Fars of all persuasions, assorted large cruisers, a multihulled Dogpatch

pursuit race — all of which approximated Olympic triangles (55% upwind).

Only the first race occurred as intended; the second race on Saturday exceeded the mandatory five o'clock time limit for most boats, a situation that probably wouldn't have occurred if the race committee boat

Wildfire, at right, burning up the course.

Hola, amigos! This year's shoreside theme was margaritas and Mexicana.

hadn't been late to the starting area. But no one seemed overly bent out of shape by this turn of events — after all, the sooner everyone got off the race course, the sooner the party would start to roll. "Hey, you've got to have some priorities in this world," deadpanned race

promoter John Dukat.

Certainly, no one was let down by the shoreside festivities on the Richmond Riviera: strolling mariachis and free beer welcomed the fleet back to the docks, and later in the



Leeward mark action on Saturday. Lack of same was Sunday's downfall.

evening, after a Mexican "fast food" dinner, a hot rock n' roll band took over. "I've never seen so many people dancing in the clubhouse," claimed Dukat. "Why even the Wizard abandoned his computer and was out boogying on the dance floor!"



BIG DADDY REGATTA:

Unfortunately, Sunday's race suffered a fate more cruel than

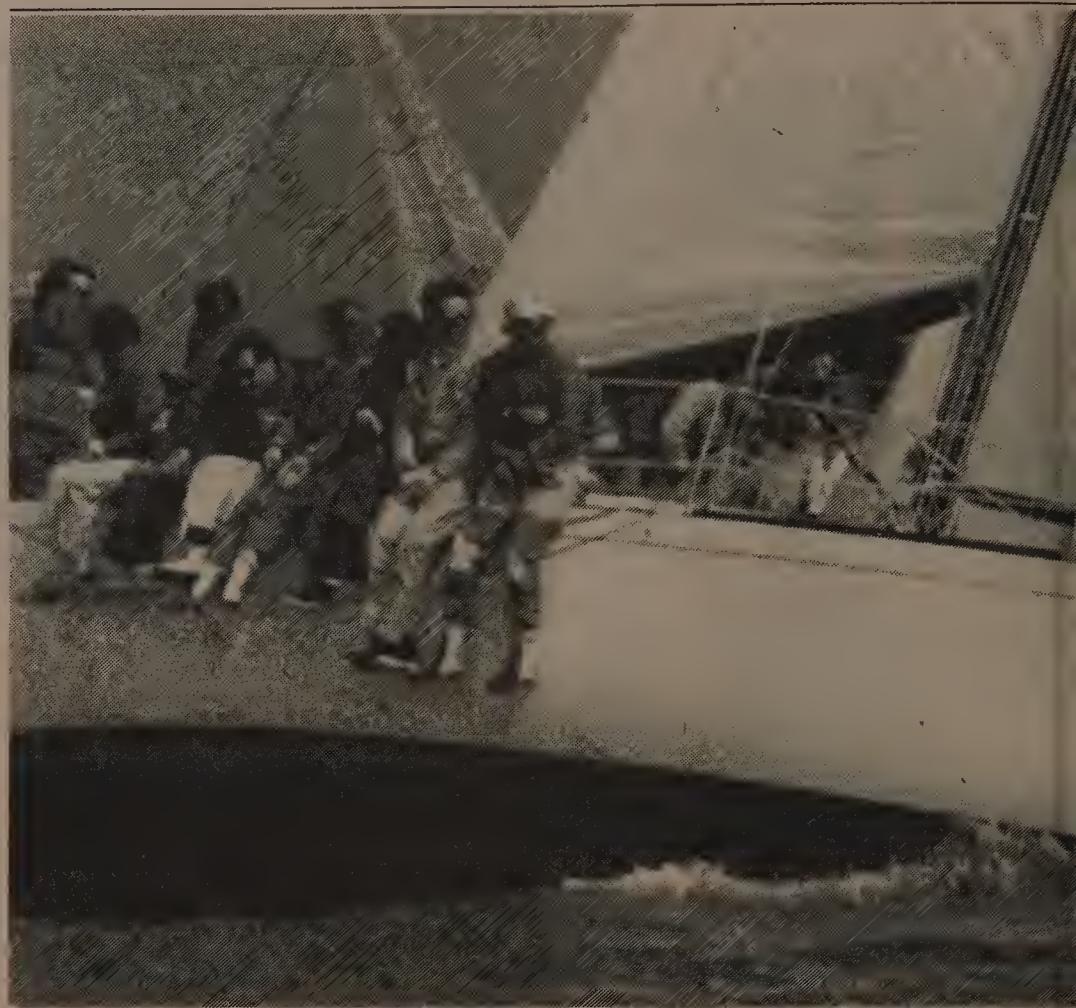
one that's about as big as a coffee can and equally hard to find) — was missing.

Accordingly, the RC put out an orange inflatable, but in the foggy conditions — and without an "M" flag signalling a missing mark being displayed on a crash boat — most everyone sailed merrily past the mark and into oblivion.

Regrettably, the race had to be thrown out — which everyone, including the Big Daddy himself, Bob Klein, felt was the only solution. For the record, Greg Paxton was leading the race on the Express 27 *Summer Palace* when it was abandoned, though Jim Svetich and Chris Corlett were in the passing lane on their Express 37 *One Eyed Jack*, and probably would have won had the race been completed.

The unmistakable profile of the regatta's namesake, Bob "Big Daddy" Klein.

Saturday's second race: the last mark of



So, despite the high hopes for the weekend, the jury's still out on IMS. The general consensus seemed to be that it's the hip new rule — if

it's any indication, Myron Spaulding and Dick Horn are supposedly measuring 30 more boats before

Easing on down the road.

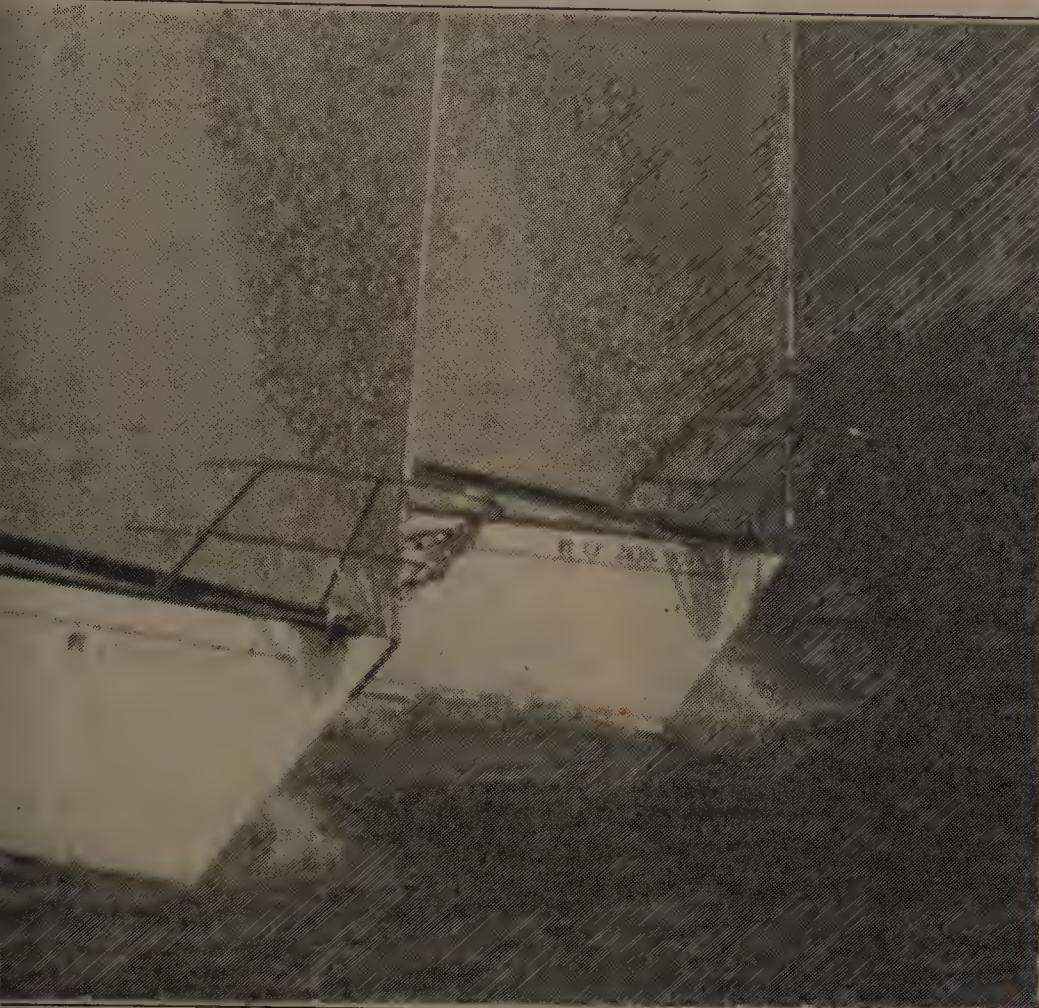
the summer season gears up — even if it's pretty hard to understand. "The choice is obvious," figures Sausalito sailmaker Jim Leech. "You can get into IMS

And your little dog, too!

the long twice-around triangular course — Mark 14 near the top of the Berkeley Circle (the



OFF TO SEE THE WIZARD



Dueling bow pulpits.

or stay on the PHRF bunny slopes."

Two well-attended seminars on IMS, one by Gary Mull on Friday night and one by Bartz Schneider on Sunday morning, did answer a

lot of questions. Nonetheless, in the words of resident yachting wit Steve Baumhoff, "IMS takes some getting

used to."

What did the Wiz think of the experiment? "It worked out surprisingly well," said Antrim, "The well-sailed boats won, like Don Trask's new J/33, and all the top boats were very close to each other on corrected time." What was particularly noteworthy to Antrim was the relationship between a boat's PHRF and IMS ratings: "Assuming the IMS ratings are 'right', you can identify some pretty obvious anomalies. For instance, the Express 27 either has a lousy PHRF rating or a good IMS rating, depending on how you look at it."

Altogether, everyone enjoyed a weekend of "serious fun" while climbing up the steep part of the IMS learning curve.



There's no place like home...

Dorothy was right: we're not in

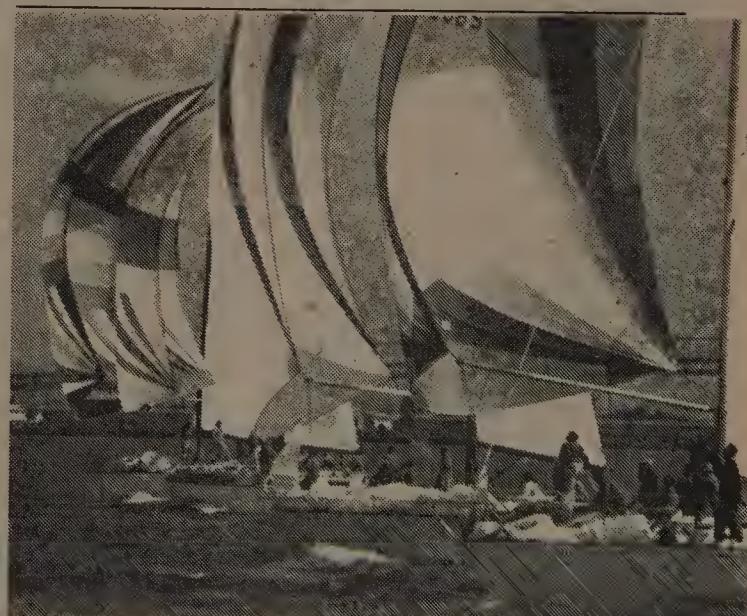
better handicap rule, one that will hopefully revitalize the sport of



Courage.

Kansas anymore — we're collectively a few steps, maybe even a few blocks, down the Yellow Brick Road on the way to finding a

yacht racing. It's going to be a long trip, and it's about time we got



underway.

Results of the Big Daddy appear in *The Racing Sheet*.

— latitude/rkm

MAX EBB — GETTING

MY hands shook when I saw that it was a protest form that I was removing from the plain envelope with no return address.

"They couldn't be protesting me now!" I practically said out loud. "Damn it, we won that race clean!"

But I also knew that if in fact we were being protested for that alleged short tacking incident during the last midwinter race,

Driving to the marina on the appointed day, I suddenly realized that I had made a terrible oversight. I had completely forgotten to bring a gift. I was already a little late, and a detour to the chandlery would probably take most of an hour. Besides, I had no idea what equipment might

"Let's see how many people we can fit down below at one time!"

we'd have a tough time fighting it off. Even though I knew beyond a doubt that our tack had been completed in time, the burden of proof was on us. It could cost us our place in the series.

Sure enough, the "PROTESTEE" section of the form had my boat's name on it. Next my eyes fell on the line labeled "Helmsman" in the "PROTESTOR" section. The name shown was a woman who had crewed for me occasionally, a graduate student at the university and one of Lee Helm's friends.

Was she sailing on that boat that we tacked in front of? I didn't remember seeing her, certainly not at the helm.

But there was something else a little funny about this protest form. The "Sponsoring Club" listed was the university sailing club, and not the yacht club that had actually sponsored the regatta. And the date that was more than a week from now, not last Sunday. The list of witnesses was strange also. I was listed as a witness, so was Lee Helm, and so were about 30 other names, most of which I didn't know. And under "Rule(s) applicable" the form cited "71.2, interested parties; 75, misconduct; 73.4, failure to attend . . ."

This was definitely the strangest protest form I had ever seen. But the "Description of the Incident" finally cleared things up. It explained that the "protestor's" new boat would be at the sailing club's dock next Saturday for a New Boat Party, and that all the "witnesses" were invited.

"I've been had!" I muttered (with great relief) as I marked the date in my appointment book, and then slipped the invitation into a special file I keep for particularly clever or mischievous communications.

already be on the boat, or what new gear (of appropriate cost) the new owner might need or want. I was passing a supermarket on the right, and a crash-tack put me in the parking lot. Five minutes later I emerged with a bottle of navy rum, a large roll of duct tape, and a can of WD-40. My problem was solved. I would swing by my boat on my way to the sailing club to wrap the gifts with old charts and telltale yarns.

The party was well underway when I finally arrived. An old fiberglass boat about 24 feet long was tied to the dock. It was the sort of boat that had once been marketed as a modern family cruiser and one-design racer, but now it looked tired and obsolete, with faded topsides, cracked windows, and oxidized spars. The new name, however, had been freshly painted on both sides: "First Mistake II". And the rig was covered with every description of flag, burgee, and football pennant — not exactly the accepted method of "dressing ship".

The overall effect, however, was reasonably festive considering the obvious age of the boat. The deck was covered with people, most appearing to be graduate-student age, and the music was turned way up. The spread of food and drink was impressive for a Saturday morning at a college sailing club. Lee introduced me to her friend and now yacht-owner.

"Congratulations," I offered as I handed her the hastily prepared gifts.

"Thank you so much," she said with genuine sincerity. "I know I'll use them eventually."

The duct tape and WD-40 were both



Boat stuffing: not the brightest idea in the world, but fun.

added to a large pile of roles of duct tape and cans of WD-40, while the rum was added to the drink table on the dock.

"Tell me," I asked, probably not concealing the fact that I didn't think very highly of her choice of yacht, "Why did you decide to buy one of these old boats?"

"I just had to buy this boat," she explained, "when I discovered it's exactly as old as I am!"

"She got it for a really awesome price," added Lee. "I mean, like, they practically gave it to her. Have you been down below?"

"Not yet," I said. "Let's take a look."

We stepped aboard and climbed

THAT SINKING FEELING



LATITUDE/JOHN R.

down into the cabin, which was surprisingly spacious for such a small boat. There was even a miniature cabin table, on which two soon-to-be-empty bottles perched. The obligatory bowl of fruit and bunch of bananas, just like at the boat show, were properly positioned. Two guests were already sitting on the settee berths discussing the price of their friend's new acquisition.

"Talk about a great deal!" one of them exclaimed. "Why, just five years ago, these boats were selling for twice, maybe three times the price. And this one's actually not in such bad shape, if you don't mind the ratty looking gel coat."

"And those windows," said his friend.

"An LPU job and some paint on the spars should fix it up reasonably well."

"Along with some new lexan windows," I suggested.

"The lexan windows might be worthwhile," he answered, "but refinishing the topsides is going to cost more than she

old turkeys!"

"Good point," I agreed.

"You know, after two or three years," said the other guest, "the berth payments alone are going to add up to more than what this boat is worth. Then add insurance, and the haul-out, and a few trips to the chandlery, and the first-cost becomes a very small part of the cost of the whole operation."

"That's just because the market is so soft for old boats like this," said guest number one. "I think the price was artificially low. It's not an unreasonable type of boat at all for someone who's still in school."

"We're sinking!" someone yelled from out in the cockpit.

Nobody was particularly excited by this news. If we really were sinking, those of us in the cabin, not the cockpit, would be the first to know. We also had a very good idea what was causing the problem. However, it's not good form to have an inexperienced guest believing that the boat they're on is going down, even when tied to the dock. So Lee picked up the two corks from the wine bottles that were sitting on the cabin table, and passed them up to the cockpit.

"Try these," she suggested.

"Perfect, just what we needed," said the new owner, who proceeded to put them in the cockpit scuppers.

Evidently the large number of guests and well-wishers on board had brought us down so far below design waterline that the cockpit sole was now below sea-level, and the scuppers needed to be plugged.

"I still think she could have done much better," continued one of the guests in the cabin, "by spending a few thousand more and getting a more modern boat. The market for better boats is every bit as soft as the market for these old buckets. If you consider what it would cost to pay the in-

"We're sinking!"
someone yelled from out
in the cockpit.

paid for the boat! And after she's done, what will she have? Even if it's restored to cherry condition, it'll still be one of these

terest on a loan for another \$5,000, say, it's only a small fraction of the monthly costs of owning this boat."

"Like, I tried to convince her of that," said Lee. "We worked it out in horrendous detail. But her budget just goes so far and

MAX EBB — GETTING THAT SINKING FEELING

then just gives up. I mean, the awful truth is, this is the only boat she can afford!"

"She could have gone in with a partner," one of the guests suggested.

"That's hard to do with a boat that's going to be used mainly for overnight trips and daysailing. Things are personalized too much. It's almost like sharing a bedroom with someone you don't really know very well."

I noticed everyone present nodding in solemn agreement, evidently thinking of recent experiences with roommates in college dorms.

"The partnerships that work," he added, "are the ones for racing boats, where the

... 28 . . . 29 . . .

purpose of the boat is more clearly defined. Then it's easier to make joint decisions about what kinds of equipment to buy and things like that.

"And then there are the older partners that never use their boats, and let someone else have it for the berth payments."

A few more guests piled into the cabin, and we found some more plastic wine glasses to fill and pass around.

"Actually I think this is an ideal boat for a first-time owner," said the guest after a few more sips of wine. "The first time she crashes into something big and puts a huge scratch down the side of the hull, she'll be glad she didn't borrow money for something more expensive and modern."

"It's almost disposable," said his friend.

"Did you see these sails?" said one guest who had been crawling around up forward. "Feel this spinnaker material — still crispy!"

"Yeah, but I'll bet it's a cross-cut," remarked a skeptic.

"No, really, some of these jibs feel like they're in pretty good shape also. I bet this boat gets sailed more this summer than it's been sailed in the last fifteen years!"

Two more people attempted to squeeze into the cabin, this time with drinks and

trays of food in their hands.

"Plenty of room!" we insisted, and attacked the food.

Then someone on the dock had a terrible idea.

"Hey, I know what we should do!" he said. "Let's see how many people we can fit down below at one time!"

"Yeah! Let's do it!"

There followed a seemingly endless procession of humanity down the companionway. Lee snuck into the quarter berth to keep track of the official body count, while I was pushed forward into the V-berth. When the count was in the mid teens, three or four people had joined me up forward. At 20, it was beginning to get extremely tight. I could just barely hear Lee counting above the groans and laughter. I was becoming tightly wedged between two young women who I had never even seen before (not an unpleasant sensation by any means) and a male guest who could easily be on the basketball team. Someone's German shepherd, looking extremely confused, crawled into the forepeak to join us.

"28 . . . 29 . . ." I heard Lee count. This was getting ridiculous.

But then I had a horrible thought.

This is getting ridiculous.

What if the rail goes underwater? If the cabin floods, we'll all drown before we can escape!

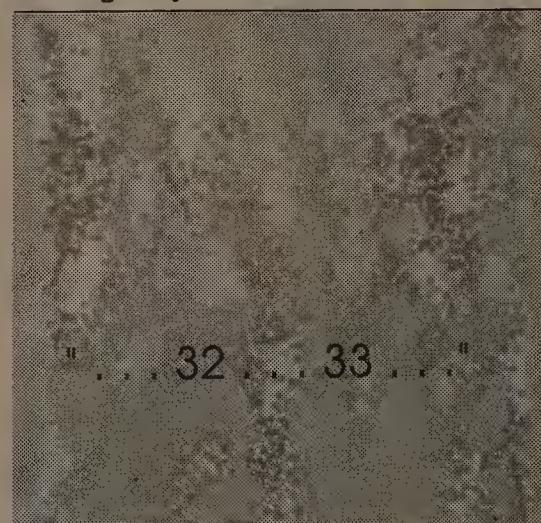
There was a hatch in the foredeck above me, and with luck, I might be able to get it open. With a panic-induced adrenalin rush, I loosened the corroded wingnut on the hatch dog, and opened the latch. Wriggling into position under the hatch, I breathed a sigh of relief when I was able to push it partway open.

But it was premature. The hatch

banged against the spinnaker pole, stowed with one end on the mast track just above the deck, and the other end at the bow.

"32 . . . 33 . . ." I could just barely hear Lee.

There was not quite enough room for me to get my hand out of the hatch and



onto the spinnaker pole. I squirmed over some more nubile young bodies for a better reach out of the hatch. I felt the pole, then I felt what could be a trip wire, and prayed that the piston in the pole and fitting wasn't as badly corroded as the hatch dog. (Remember, there are no atheists at sea.) I pulled on whatever wires I could feel. Thank Poseidon, the pole jaw opened and the pole fell to the deck. I could open the hatch. I was free!

After extricating myself from that ship of brain-donors, I stood on the dock in total amazement as the count finally stabilized at 36 people (of course I knew it was really 35). The freeboard around the cockpit coamings had to be less than 6 inches. I took another hors d'oeuvre, said goodbye and congratulations to Lee and my host (they couldn't hear a word), and drove off to the other side of the marina to spend the rest of the afternoon working on my boat, hopefully under far more civilized conditions.

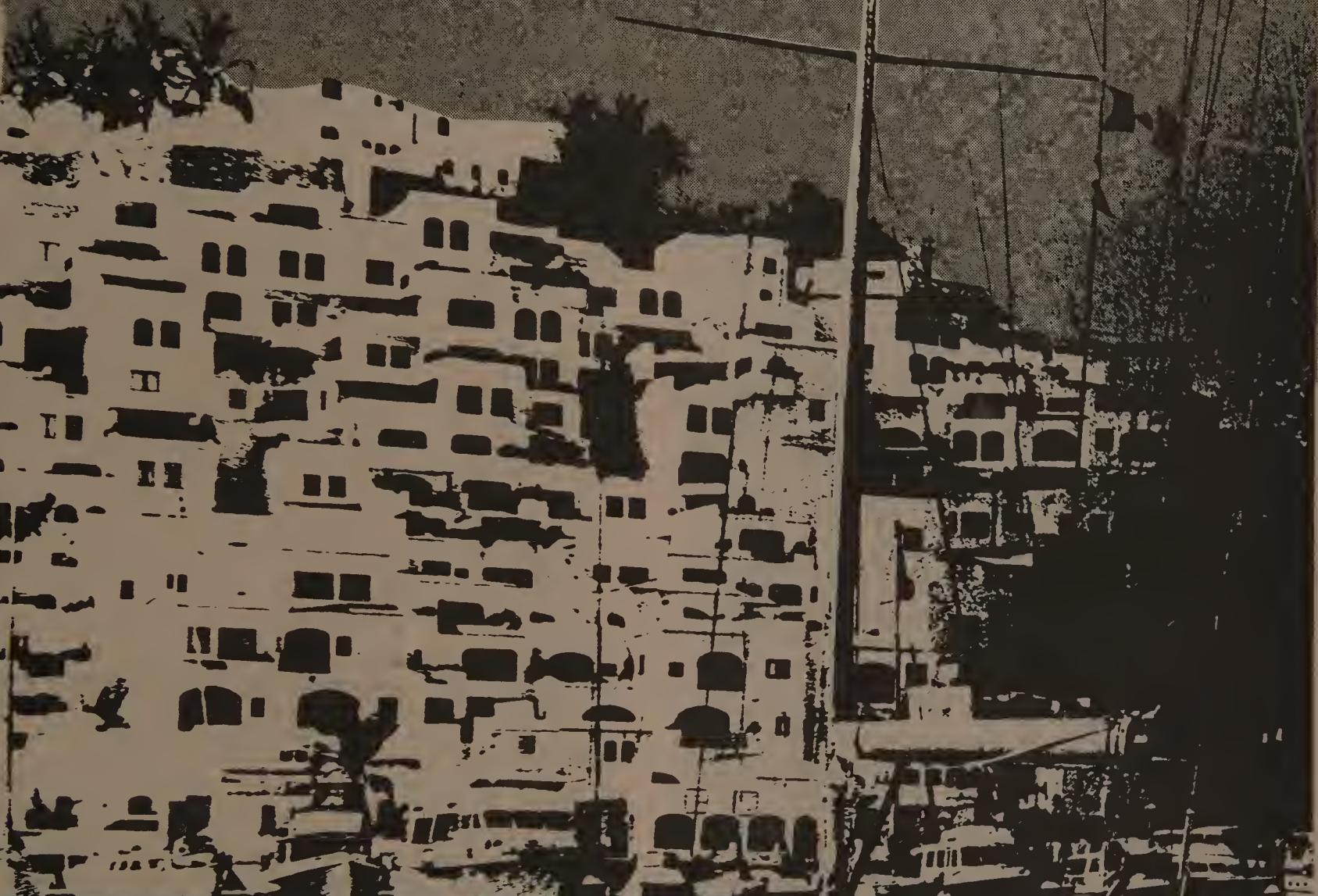
Whatever you can say about the state of the sailboat industry these days, there's no denying that a lot of entry-level boats are being sold to a lot of entry-level owners. These are buyers who, for the most part, would never be able to afford boats at all if the market was "healthy." I think it's a great trend, with enormous long-term benefits to the sport (if not the business) of sailing.

And claustrophobic as it was, I had to admit boat stuffing was more fun than stuffing ourselves in telephone booths, the rage of my college days.

— max ebb

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1989 CREW LIST —

We can't believe it. All these years and it's still not right. Somebody really ought to tell the Big W.

As dedicated wordsmiths, we are of course referring to Webster's definition of a word near and dear to our hearts — "cruiser". Even the newest edition of the Dictionary, which we might mention includes such new words as "Fax", is way off the mark when it comes to cruiser. Their three definitions are: "1. Fast warship of medium tonnage; 2. A squad car; 3. A motorboat equipped with living facilities."

Obviously, old Merriam has never met the people or set foot on the sailboats we all know as cruisers.

Maybe it's just as well. The people who count know, which is why so many of you signed up for the 1989 Cruising, Daysailing and Co-chartering Crew List. (We figure you daysailors and co-charterers are simply "macro" (micro?) cruisers. In fact, in our book anyone who sails for fun and relaxation rather than speed or money is a cruiser.)

We suggest what follows is best read in the "cruising mode." So get comfortable, kick off the shoes, maybe catch a few rays, grab the refreshment of your choice and let's get to it. But first a toast. We've personally clinked our lemon Calistoga against each and every issue — hey, we are working, you know. To complete the toast, simply touch this issue to your own glass. Cheers: here's to luck finding the right boat and/or right crew to make "cruising" live up to your most imaginative and optimistic definition.

Okay. We've been through this next part so often we could write it with our eyes closed. (See? Wd coudl > writ ir wi*th roou eyesa d5closed . . .) But as a sage, if somewhat unorthodox, writing teacher once pointed out, "Assumption is the mother of f____ups." So for the Crew List "virgins" among you, here's the drill:

We print three Crew Lists a year. One, in the fall, is for Mexico-bound boat owners and crews only. The other two, printed in the March and April issues are for everybody: racers, cruisers, daysailors and charterers. Since the racing season begins soon, we always print that list first, in the March issue. This allows crews and boats to get it together in time for the early races of the season. The Cruising/Daysailing/Co-Chartering Crew List, largest of the three, is where you are now.

The directions are simple. With each name listed on these pages is a phone number and a bunch of coded information that gives a brief synopsis of that individual's (or couple's) sailing desires, skill level and other pertinent information. If you want to participate — either get on a boat as crew or get crew for your own boat — simply match the numbers at the end of each entry with the explanations in the gray "Code" box until you find someone who's qualifications meet what you're looking for. Then simply call that person up and arrange to go sailing.

But before you do, have you heard the one about the devil and the lawyer having lunch together? After they polish off the entree and a few martinis, the devil gets down to business.

"Okay, here's the deal. Within one year, I'll make you famous and successful beyond your wildest dreams. Everybody in America will know who you are, and every good looking babe you meet will want to jump your bones. You'll make at least \$1 million in that year, and within three years, you'll be able to retire as one of the richest men in the country.

"In return," he continued, popping a gin-soaked olive into his mouth, "I get your soul; plus the souls of your wife, your children and all of your friends."

He leaned back. The lawyer leaned forward, a look of suspicion and distrust on his face.

"So what's the catch?"

Yeah, we liked it, too. The reason we insert it here, though, is that it introduces an important point about the Crew List: There is a catch. It is that you use the List at your own risk. We supply the information; what you do with it is up to you.

If that sounds a little heavy, sorry. It's not meant to imply that using the list is like calling the Ayatollah to ask for an autographed copy of *Satanic Verses*. There are two reasons for the disclaimer. One, as you can easily deduce, is to protect our posteriors if that one in a million accident does take place. The other is to bring the gonzo dreamers among you back down to earth for a minute. Yes, cruising, daysailing and co-chartering can all be wonderful experiences. They can also be cold, frightening, boring, a lot of work, and occasionally dangerous to your health. As far as we know, we've never lost a Crew Listee, nor to our knowledge has one ever been injured even semi-seriously. But it can happen, which is why we require everyone using the List to read, understand and acknowledge the following:

The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make or imply any guarantee, warranty or recommendation as to the character of any of the individuals participating in the Crew List, the condition of the boats, or the vagaries of any weather you may encounter as a result of using the supplement. You must judge and/or accept responsibility for those things yourself.

If you're still with us, good for you. What would life be without at least a little uncertainty?

You don't have to be listed here to use the Crew List. Just pick up the phone and start dialing. However, if you want to join in the festivities at the April 5 Crew List Party, you'll have to fork out the big bucks just like everybody listed here had to: \$5 for crew looking for boats and \$1 for boat owners looking for crew.

Traditionally, the Crew List party has been a low-key but fun excuse for us to close up the office early, and for Crew Listees to meet one another on "neutral ground." It's also a great excuse to just come and talk boats on a Wednesday night with a bunch of people who share your enthusiasm. And since this party is for both racers and cruisers, there is always plenty of spirited conversation. To make "connecting" easier, everybody wears color-coded name tags to identify them as boat owners or crew. Assume those without tags are "just here for beer." Mingling is encouraged. The '89 Crew List Party runs from 6 to 9 p.m. at the Corinthian YC in Tiburon. Sorry, no T-shirts this year, but there will be plenty of munchies and a no host bar.

Finally, a few official Crew List pointers from someone who has been to every single Crew List party and has heard nearly all the lines — us.

* Don't misrepresent yourself or, if you're a boat owner, your boat. We've heard owners' claims of rough weather sailing that were so transparent they could be commercials for Glass Plus. We've also overheard potential crew mention that among the billion or so sea miles they'd accumulated were some spent on one of the "white-bread" around the world maxi boats. The name is "Whit-bread". Believe us, where sailing is concerned, exaggeration will come back to haunt you. Don't do it.

* What do the Latitude 38 Crew List and "Giveaway Day" at the Mustang Ranch have in common? Absolutely nothing; so give the ladies listed here a break and don't embarrass them and yourself with lines like "Of course, sex is required" (part of a true "inter-

ANY WAY YOU LIKE IT

view").

* Finally, try to be realistic in your expectations. Cruising, day-sailing and chartering can all be wonderfully satisfying pursuits, but they won't be so every time or every day. Compared to houses, most boats are very short on room, amenities and privacy. Then again, you can't sail a house over the horizon to new lands, new faces and new adventures.

So happy Crew Listing. And if you end up at anchor in some sleepy lagoon somewhere, with the tradewinds blowing the palms and a stalk of bananas ripening on the main boom, drop us a line. If we get enough, we'll forward them to the dictionary folks to see if they can improve on that lame definition of "cruiser."

On second thought, maybe it should just stay our little secret.

— latitude/jr

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

David A. Grout, 37, 3001 Hahn Dr. #336, Modesto, CA 95350, (209) 576-8730, Coronado 15, Bay/Delta	wants 2 / should 1,2,3,7,8.
Fred Quigley, 53, P.O. Box 694, Vallejo, CA 94590-0069, (707) 554-1158, Arles 32, Mexico 10/89	wants 2 / should 1,2,7.
Gall Lundin, 56, P.O. Box 701, Alameda, CA 94501, (415) 523-1383, 38' Ketch, Mexico & South, Fall '89	wants 2 / should 1,2,3,7.
Don, 57, P.O. Box 21902, Santa Barbara, CA 93121, 52' Ketch, Mexico	wants 2 / should 1,3.
Jonathan D. Leavitt, M.D., 46, 5901 Christie Ave., Ste 404, Emeryville, CA 94608, Int'l Folkboat, local Bay Area, year 'round	wants 2 / should 1,2,7,9.
Kurt, 50, (415) 588-3039, 41' sloop, Mexico & beyond, Oct. '89	wants 2 / should 1,3,7.
Phil Harten, 59, P.O. Box 3372, Vallejo, CA 94590, Freedom 21, Bay/Delta/Coastal, summer/Fall '89	wants 2 / should 3,7,8.
Joe Paul, 41, 339 Boynton Ave., San Jose, CA 95117, 41' Gaff Rig Cutter, Mexico Nov. '89	wants 2 / should 2,3,7.
Martin Barats, 46, (408) 736-5599, 34' Sloop, Bay/Coast ..	wants 2 / should 2,3,7.
Iztock Marjanovic/Russ Fawcett, 25/26, (408) 225-9506/(408) 925-1087, Cal 39, Alaska/Seattle, early June	wants 3 / should 1,4.
Leroy Serges, 32, w: 861-2645, h: 331-1724, Westsail 32, Bay/Delta, Summer	wants 2 / should 1,2,3,9.
John C. Stashik, 42, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530	wants 3 / should 1,3,7.
Sy Gold, 55, (916) 753-2001, Catalina 30, Bay/Delta, Spring/Summer	wants 3 / should 1,3,7.
George Echols, 45, Box 37, 550 Tidelands, Ste D-2, Chula Vista, CA 92010	wants 3 / should 1,2,3.
Westsail 32, So Pacific or Northwest, June 89	wants 2 / should 1,2,3,4,7,8.
Russell Butterworth, 60, (714) 979-5752, 2013 West Wind, Santa Ana, CA 92704	wants 2 / should 4, 7.
HR 49, Yugoslavia, May 15, 1989	wants 2 / should 1,2,3,7.
Stan Starkey, 52, (415) 422-0298, Cheoy Lee Offshore 40, S.F. Area, all year	wants 2 / should 1,2,3,7.
Lon Clemens, 38, 3884 Lancaster Dr., NE, Salem, OR 97305, 30' Pearson, Mexico-Costa Rica, Oct-(Boat Is In Mexico)	wants 2 / should 1,3,7,8.
Norm Brewer, 46, P.O. Box 30113, Portland, OR 97230, (503) 285-8277, Mercator 30, Mexico/Tahiti, Fall	wants 2 / should 1,2,3,7.
Bruce Curtis, 50, P.O. Box 10541, Lahaina, Maui, HI 96761, Morgan 38, Inter-Island Hl, Mid-July	wants 3 / should 1,3,4.
Richard Stelnke, 332-7757, 45' sloop (Isobar), No. Coast CA, later So. Pac, July '89	wants 1,2 / should 1,2,3,7,8,9.
Anthony Ireland, 32, Box 222, Puuhale Rd., Honolulu, HI 96819, 78' steel cruising ketch (w/all toys), HI, BC, Alaska, CA, Panama, Europe, Lv Honolulu Apr 30, Panama-Jan '90	wants 2 / should 1,2,3,7,8.
Richard Lefief, 35, (408) 236-3322, 30-ft Trl., Mexico, Fall/Oct '89	wants 2 / should 1,2,3,7.
Del Christeson, 46, 589-6089, 50' Trawler (motorsailer), Summer So. CA, Winter Mex-Carib est 5 yr, June 1, 1989	wants 2 / should 1,7.

MEN LOOKING — CONT'D

Cameron, 39, (916) 721-6587, 41' Gulfstar sloop, Mex/Carib & beyond, Summer '89	wants 2 / should 1,2,3,7,8.
C. Owen, 51, P.O. Box 116, Port Angeles, WA 98362, Garden 42 Schooner, So. Am., NZ, Aust, etc., Fall '89	wants 2 / should 2,3,7.
Frank Seelinger, 39, 992-A, Ponderosa Ave., Sunnyvale, CA 94086, (408) 720-1482, Catalina 30, S.F. Bay & Coastal, year 'round	wants 2 / should 2,3,7,9.

"WANT CREW" CODE

MY BOAT IS A _____

I/WE PLAN TO SAIL TO: _____ ON ABOUT (DATE) _____

I AM LOOKING FOR CREW:

- 1 = That is male.
- 2 = That is female.
- 3 = Whose sex is unimportant.

MY CREW SHOULD:

- 1 = Be willing to share basic expenses such as food and fuel.
- 2 = Be willing to bust butt preparing the boat.
- 3 = Have more desire than experience.
- 4 = Have lots of ocean experience.
- 5 = Know celestial navigation, really know it.
- 6 = Have mechanical skills for engines, refrigeration, etc.
- 7 = Be unattached and unopposed to the possibility of a friendship blooming.
- 8 = Look good in a bikini.
- 9 = Understand and appreciate Nietzsche.

MEN LOOKING — CONT'D

Charlie, 41, P.O. Box 484, Alviso, CA 95002, 50' ketch, Mexico, Nov. '89	wants 2 / should 1,2,7,8.
Rod Schoenlank, 62, (415) 726-7970, Pillar Pt Marina/Half Moon Bay, Newport 40, Mexico etc., when ready	wants 2 / should 2,3,7.
Rod Mell, 47, 523-5148, Valliant 40, Bay, local ocean & Delta, weekends	wants 2 / should 2,3,7.
Steve Strickland, 40+, P.O. Box 4661, Stateline, NV 89449, 27' sail, San Juan Is., BC, Canada mid/late Summer, Florida/Bahamas, Winter ..	wants 2, should 1,3,7.
Yuri Alexander, 55, (415) 367-7207, P. Marina, Redwood City, Coronado 27 Mexico (on trailer to San Carlos), Nov/Dec '89	wants 2 / should 1,3,7.
Ross Cameron, 57, (707) 557-0356, Rafiki 37, Bay & Delta, anytime	wants 2 / should 1,2,3,7,9.
Jerry Furst, 42, (415) 228-3888, 30- S-2 sloop, locally around Bay/Delta/Coast, most weeknds	wants 2 / should 3,7.
Les, 45, 441-1041, S.F., Mex & points West, 11/89	wants 2 / should 1,2,3,7,8.
Don, 60, (415) 654-5433, 41' ketch, CT-41, Puget Sound (possibly via Hawaii), May/June '89	wants 3 / 1,2,3,4.
Louis Brydon, 27, (415) 852-5476, P.O. Box 50721, Palo Alto, CA 94303, Rafiki 35, local coast (Santa Cruz, Monterey, etc), Bay/Delta, Spring/Summer '89	wants 2 / should 1,2,7,8,9.
Rod Terry, 48, (415) 684-2138, P.O. Box 233, Bethel Is, CA 94511, F.C. 35' ketch, motorsailer, Hawall, June or July	wants 2 / should 3,7.
Steve Joaquin, 50, (916) 673-6997, P.O. Box 3511, Chico, CA 95927, Wauquiz Gladiateur 33, So. Pac., Nov. '89	wants 3 / should 4.
Bob Meyer, 55, (805) 772-3436, 860 Main St., Morro Bay, CA 93442, 37' Sampson ketch, Hawall, June 16, 1989	wants 2 / should 2,3,7,8.
Don P., 47, (415) 655-2032, Union, So. Cal & Mex., July 15, 1989	wants 1,2 / should 1,2,4,5,8.
Anthony Ireland, 32, Box 222, Puuhale Rd., Honolulu, HI 96819, 78' steel cruising ketch, variety, lv HI 4/30, Panama 1/90	wants 1 / should 1,2,4,6.

COUPLES LOOKING FOR CRUISING CREW

Merle & Alice Maxwell, 45, 529-7209, 1300 Woodland Ave., Modesto, CA 95351	
Catalina 22', Delta/Bay, May-Nov	wants 3 / should 1,2,3.
John Pyle & Greta Knott, 40's, (415) 522-2163, 1150 Ballena #56, Alameda, CA 94501, Nicholson 39, Hawall, June	wants 3 / should 1,2.

1989 CREW LIST —

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW — CRUISING

Len Tieemann, 52, (415) 792-1539 exp 4 / wants 1 / offers 3.
Herman Miller, 63, (209) 948-3111 exp 3 / wants 3,4 / offers 2.
Adam Waters, 18, 1166 Sherman, Alameda, CA 94501, (415) 865-3726; Box 56
6850 El Colegio, Goleta, CA 93117, (505) 562-8801
..... exp 1 / wants 1,2,3,4,5,6 / offers 1,3,4,6.
Rick Gordon, 47, (415) 283-7363 exp 3 / wants 2,3 / offers 1,2,3,4.
Steve Gustafson, 29, (916) 426-9503, Box 5358, Tahoe City, CA 95730
..... exp 2 / wants 3,4 / offers 1,3,4.
Alexander Krycka, 22, (415) 397-9505 8-5 exp 4 / wants 1,2 / offers 2,3,4.
Jay Brusseau, 33, (415) 454-2206 exp 2,4 / wants 1,3,5.
Doug Gott, 50, (408) 353-1665 exp 4 / wants 3,4 / offers 1,2,3,4,6.
Gleno, 45, (408) 729-5902 exp 3 / wants 1,4,6 / offers 2,3,4,5,6.
Art, 60, (408) 729-5902 exp 2 / wants 1,6 / offers 2,3,4,5.
Larry Mulvihill, 40, (415) 932-6090 (H); (415) 943-4253 (W)
..... exp 2 / wants 1,2,3,4,5 / offers 1,3,4,6.
Mark P. Ellis, 29, H: 821-4094; W: 543-3466, 2697 Bryant, S.F., CA 94109
..... exp 1 / wants 4,6 / offers 3,6.
John C. Stashik, 42, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530
..... exp 3 / wants 1,2,3,5 / offers 1,3,4,6.
Terry, 42, (206) 742-7653 exp 4 / wants 3 / offers 1,2.
George Bell, 40, (408) 241-1997, San Jose exp 2 / wants 1 / offers 1,2,3.
Tom Deuel, 34, (415) 392-1400 exp 3 / wants 3,4,6 / offers 2,3,4.
Stuart Bacon, 63, 1330 Lincoln Ave #208, San Rafael, CA 94901, (415) 454-3336
..... exp 1 / wants 2,4 / offers 1,3,6.
Bruce Wooster, 19, Box 13945, Stanford, CA 94309, (415) 324-0720
..... exp 4 / wants 2,4,5 / offers 3,4,6.
Dave Calhoun, 37, H: (415) 321-1477; W: (408) 255-1500
..... exp 2 / wants 1 / offers 2,3,4.
Tom Keegan, 31, (408) 723-0195 San Jose .. exp 3 / wants 2,3,4,5 / offers 1,2,3,4.
Don Hamilton, 59, (408) 723-1132, 2299 Fairlawn Ct., San Jose, CA 95125
..... exp 3 / wants 1,2,3,4,5,6 / offers 1,2,3,4.
Jim Sprifke, 44, 2550 Sycamore Ln #31, Davis, CA 95616, (916) 757-2796
..... exp 3 / wants 1 / offers 1,3.
Chris Chapman, 36, 25 Frances Ave., Larkspur, CA 461-8286
..... exp 3 / wants 2,3,4,5 / offers 1,2,3,6.
Brad Danitz, 30, P.O. Box 632, Pala, HI 96779 exp 2 / wants 4 / offers 1,2,3,4.
Karl Dake, 34, (415) 525-4136 exp 4 / wants 3,4 / offers 1,2,3,4,6.
Bob A. Drles, 44, (415) 864-8522 exp 3 / wants 3,5 / offers 1,2.
Adriana Van Derhor, 56, (505) 344-3162 exp 4 / wants 4 / offers 1,3,4.
Daniel Arquette, 18, (415) 525-9087 exp 3 / wants 1 / offers 3,5.
David Nagler, 33, 1311 Blewett Ave., San Jose, CA 95125 (408) 298-2851; 947-4054 (off) exp 2 / wants 2,3,4,5 / offers 3,4.
John Fisher, 26, 2929 Routier Rd #200, Sacramento, CA 95827, (916) 362-8977
..... exp 2 / wants 3 / offers 1,2,3,4,6.
Tony Miles, 30, 548-7479 exp 1 / wants 1,2,3,4,5,6 / offers 3,4.
Joel Waldman, 60, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087
..... exp 3 / wants 1,3 / offers 1,2,3.
Leslie D. Waters, 45, (408) 270-7083 exp 2 / wants 1,2,3,4.
Scott/David Coplestone, 25/23, Sausalito, 331-0587
..... exp 2 / wants 1,2,3,4,5,6 / offers 1,2,3,4,6.
George Marcotte, 30, 82 Claire Way, Tiburon, CA 94920, (415) 383-3628
..... exp 1 / wants 1 / offers 4.
Tony Kinnear, 38, 258 Redwood Hwy., Mill Valley, CA 94941, 332-2888
..... exp 2 / wants 1,4 / offers 2,4.
Frank Magnotta, 42, (415) 422-7285 days; (415) 947-1463 anytime, Lafayette, CA
..... exp 3 / wants 1,2,3,4 / offers 1,2,3,4.
Frank Grossman, 22, W: 543-3021 S.F.; H: 685-7492
..... exp 2 / wants 1 / offers 2,3.
Kris Hillebrand, 25, (415) 826-6583, 584 Jersey St., S.F.
..... exp 2 / wants 1,3 / offers 3,4,6.
John Robben, 29, W: 9-5 543-3021; H: 826-6583 exp 2 / want 1,2 / offers 3,6.
Stephen Mark, 42, 1445 Greenwich, S.F., CA 94109, (415) 775-2643
..... exp 2 / wants 1,2,3 / offers 1,3,4,6.
John Stonich, H: (408) 353-3948; W: (408) 971-2002
..... exp 3 / wants 1,2,3,4,6 / offers 1.

WOMEN TO CREW — CRUISING

Laine, 34, 921-5620, S.F./Saus exp 2 / wants 1 / offers 4,5,6.
Kathleen O'Brien, 34, P.O. Box 2346, Vallejo, CA 94592, (707) 553-9039
..... exp 2 / wants 1,2 / offers 1,3,4,6.

WOMEN TO CREW — CONT'D

Tina, 26, 653-5158 exp 2 / wants 1,2,3,4,5 / offers 3,4,6.
Kathl, 26, P.O. Box 1917, Sausalito, CA 94966, (415) 331-8569
..... exp 1,2 / wants 1,2 / offers 1,3,4,6.
Peggy, 51, (408) 224-8704 exp 2 / wants 1,6 / offers 3,4,6.
Susan, 30, (415) 474-0666 exp 3 / wants 1,3 / offers 1,3,4,5,6
Justine, 38, (408) 288-8595 exp 2 / wants 1,2 / offers 3,4.
Clindy, 33, 285-3404 exp 2 / wants 1 / offers 3,4.
Alexandra Dixon, 33, (415) 563-3036, c/o Yale Club of S.F.P.O. Box 26452, S.F.
CA 94126 exp 3 / wants 1,2,3,4,5 / offers 1,3,4,5,6.
Karen, 28, (916) 488-8383 exp 1 / wants 1,2 / offers 4,6.
Kathy, 26, 331-9961 exp 2 / wants 1,2,3,4 / offers 3,6.
Anne, 40 something, (415) 331-7925 exp 2 / wants 1,2,3,4,5 / offers 3,4,5,6.
Kay, 38, 383-9530 msg exp 4 / wants 1 / offers 3,4,6.

"WANT TO CREW" CODE

MY SAILING EXPERIENCE IS:

- 1 = None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner, and wish like hell I was anywhere but on the boat. I'm still game.
- 2 = Some, at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts and hollering.
- 3 = Moderate, several years active crewing on the Bay or at least one trip to Southern California.
- 4 = Lots, several long ocean passages.

I WANT TO CRUISE:

- 1 = Locally, around the Bay and up to the Delta.
- 2 = Southern California this summer.
- 3 = Mexico this fall/winter.
- 4 = Hawaii and the South Pacific this summer.
- 5 = Seattle and Alaska this summer.
- 6 = Petaluma in a pick-up truck.

I CAN OFFER:

- 1 = At least a month of shared expenses.
- 2 = Mechanical skills: engine, electronics, refrigeration.
- 3 = Elbow grease for bottom work, varnishing and other upkeep.
- 4 = Cooking and cleaning skills.
- 5 = Ornamental skills. I look great in a bikini.
- 6 = Mental skills. I may not look like a playmate, but I don't think like one, either.

WOMEN TO CREW — CONT'D

Cathy, 39, 381-5290 exp 2 / wants 1 / offers 1,3,6.
Ann King, P.O. Box 2333, S.F. CA 94126, 441-7076
..... exp 1 / wants 1,3,4 / offers 4.
Pat, 45, 680-4317 exp 3 / wants 1,3 / offers 2,3,4.
Deborah Dean, 31, 285-7884 exp 2 / wants 1,4 / offers 3,4,5,6.
Faye, 60, (408) 729-5902 exp 1 / wants 1,6 / offers 3,4,5,6.
Clindy/Evelyn, 33, P.O. Box 127, Pleasanton, CA 94566
..... exp 3 / wants 1,6 / offers 3,5.
Helene, 28, (415) 324-4648 exp 2 / wants 1 / offers 1,3,4,5,6.
Michelle H, 34, (415) 647-2277 (H), S.F. exp 2 / wants 1,3 / offers 4,5,6.
Lynn, 32, 564-2815 exp 2 / wants 1,3 / offers 1,3,4.
Barbara, 40, 752-8697 exp 3 / wants 1,6 / offers 4,5.
Jackie Tate, 31, 775-9823 exp 2 / wants 1,2,3,4.
Toni Berkeley, 45, 848-8287 exp 3 / wants 1,2,5 / offers 1,4,5,6.
Cathy, 40, (415) 845-1833 exp 3 / wants 1,6 / offers 3,4,6.
Marina, P.O. Box 636, Mill Valley, CA 94942, 381-0123
..... exp 2 / wants 1,3 / offers 4.
Phyllis, 47, (415) 865-1051 exp 2,3 / wants 1,2 / offers 1,3,4.

ANY WAY YOU LIKE IT

WOMEN TO CREW — CONT'D

Paulette, 44, W: (415) 331-8888 or H: 472-2918 exp 1 / wants 1.
 Joan Arquette, 45, (415) 525-9087 exp 3 / wants 1,5 / offers 3,4,6.
 Lols, 43, P.O. Box 33385, Juneau, AK 99803
 Sherl Bebb, 34, (408) 492-5865 lv msg exp 1 / wants anywhere / offers 3,4,6.
 Fran Winchwench, 30's, (415) 334-4910 exp 3 / wants 1,2,3,5 / offers 3,4,5,6.
 Jenne Holmgren, 36, (408) 971-7348 exp 3 / wants 1,3,4 / offers 3,4,5,6.
 Melissa Craft, 32, (415) 489-7675 exp 1,2 / wants 1 / offers 2,3,4,6.
 Colleen Cowles, 33, 36 Loma Vista Dr., Orinda, CA 94563
 Autumn Cadogan, 35, 3795 Manila Ave, Oakland, CA 94609 exp 1,2 / wants 1,6 / offers 3,4,6.
 Linda Cleaver, 45, 383-6137, Mill Valley exp 1 / wants 1,3,4,5,6 / offers 3,4,6.
 JILL, 35, (707) 546-0536 (msg) exp 4 / wants 4 / offers 3,4,5.
 Gayle, 35, 76-6268 AIII Dr., #203, Kailua Kona, HI 96740, h: (808) 329-8795; wk: 329-5592 exp 3 / wants 2,3,4 / offers 1,3,4,5,6.
 Terri, 34, P.O. Box 237, Montgomery Creek, CA 96065 exp 2 / wants 4,5 / offers 1,3,4.
 Marti Doyle, 41, (707) 823-0613 exp 2 / wants 1,2,3,4,5,6 / offers 1,3,4.
 Cynthia, 39, c/o 1823 Union St., S.F. CA 94123, 441-1567 exp 2 / wants 1,2,3,5 / offers 4,5,6.
 Barbara, 33, 661-1613 exp 2 / wants 1 / offers 3,4,6.
 Virginia, 31, (415) 883-3727 exp 3 / wants 1 / offers 3,4.

COUPLES TO CREW — CRUISING

Jerry Ellaser & Zelia Miller, 42/36, (707) 887-2171 exp 2 / wants 1 / offers 4.
 Mark & Sue Saunders, 45/39, (805) 965-1412, Santa Barbara
 exp 2 / wants 2,3,4 / offers 1,3,4,5,6.
 Frank & Relia Lossy, 49, (415) 527-2293 4 / wants 4 / offers 1,2,3,4,6.
 Mal Towery & Julie Frederick, 55/40+, (805) 528-0439
 exp 3,4 / wants 3,4 / offers 1,4,6.
 Gaby & B.J., 28, P.O. Box 632, Pala, HI 96779 exp 2 / wants 2,3,4,5,6 / offers 1,2,3,4,5.
 Jonathan & Janelle Paley, 34/26, Box 110, San Simeon, CA 93452 exp 4 / wants 3,4 / offers 3,4.
 Dan Ross & Diane Reedstrom, 23/29, (209) 221-9069 exp 1 / wants 1,2,4,5 / offers 1,2,3,4,5,6.
 Martha Berner & Andy Casotto, 28, 2390 Parker Street, #5 Berkeley, CA 94704 549-3649 exp 2 / wants 1,2,3,4 / offers 2,3,4.
 Jim & Jane Fleming, 45/42, (408) 258-7795 exp 3 / wants 1,2,3,4,5 / offers 3,4.
 Barbara Abshier & Norm Lane, 47/45 (408) 353-1877 exp 3 / wants 1 / offers 1,4.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Gall Lundin, 56, (415) 523-1383, P.O. Box 701, Alameda, CA 94501; Mike Giarranato, 39, (415) 656-4591; Carl Bergman, 37, (415) 343-9787, 1119 Chula Vista #3, Burlingame, CA 94010; Lutz C. Bergman, 59, 1175 San Raymundo Rd., Hillsborough, CA 94010, (415) 343-0390; Stan Hofer, 44, (415) 583-0207, wk: 876-6283 after 4 pm; Jonathan D. Leavitt, M.D., 46, 5901 Christie Ave., Ste 404, Emeryville, CA 94608; Phil Harten, 59, P.O. Box 3372, Vallejo, CA 94590; Kurt, 50, (415) 588-3039; Douglas Kendall, 45, P.O. Box 2612, So. S.F., CA 94080, (415) 583-6472; Bob Stephens, 32, (408) 263-9030; Peter Andree, 35, (415) 367-1534, 950 Woodside Rd, #3, Redwood City, CA 94061; Rul M.G. Luis, 26, P.O. Box 32, Lincoln, CA 95648; Michael La Mothe, 38, 321-6693, 1005 Almanor, Menlo Park, CA 94025; Willy Hinds, 50, (415) 961-0182; Bill Sullivan, 45, (415) 349-8408, Oyster Pt Marina; Kurt Leal, 38, 709 Borregas Ave., #5, Sunnyvale, CA 94086; Bill Schiffbauer, 45, (415) 323-3347; Gleno, 45, (408) 729-5902; Leroy Berge, 32, w: 861-2645 or h: 331-1724; Stan, 44, (415) 583-5488; Stan Starkey, 52, (415) 422-0298; Bob A. Driles, 44, (415) 864-8522; Richard Steinke, 332-7757; Monty Rowell, 32, 591-9561; Bruce Curtis, 50, P.O. Box 10541, Lahaina, Maui, HI 96761 Flash Gordon, M.D., 41, (415) 75FLASH; John Battle, 31, (415) 656-4542; Roger, 30, (415) 799-1443; Leslie D. Waters, 45, (408) 270-7083; Louis Brydon, 27, (415) 852-5476, P.O. Box 50721, Palo Alto, CA 94303; Don P., 46, (415) 655-2032; Yurri Alexandre, 55, (415) 367-7207, Redwood City. P.

MEN WITH BOATS — CONT'D

Marina; John Roemer, 38, 367-1268; Steve Strickland, P.O. Box 4661, Stateline, NV 89449; Jerry Furst, 42, (415) 228-3888; Derek Dykman, 33, (408) 655-1435; Mike Rehnath, 34, H: (408) 255-7115 or W: (415) 694-6680; Rick Drain, 31, 583-9594, P.O. Box 351, So. S.F., CA 94083; Roy Germer, 40, (415) 283-5066 eves. Les Goldner, 25-40, 929-8596; Sy Gold, 40-50, (916) 753-2001

WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR _____ WEEKS IN THE _____ (SPRING/SUMMER/FALL/WINTER) OF 1989.

SAILING EXPERIENCE:

- 1 = Little or none. I'll need a co-charter to skipper and give direction.
- 2 = Moderate, I sail regularly and have chartered before.
- 3 = Lots. I've sailed and/or chartered many types of boats and am a competent skipper. Would be willing to co-charter with less experienced party.

I/WE PREFER TO CO-CHARTER:

- 1 = Bareboat (we sail).
- 2 = Crewed (professional skipper and/or crew).
- 3 = With other couples.
- 4 = With other singles.
- 5 = A small boat (30 to 40-ft) with one or two other people.
- 6 = A medium (40 to 55-ft) boat with four to six other people.
- 7 = A large boat (60-ft or more), the more co-charterers the merrier.
- 8 = Big O, Latitude 38's crewed Ocean 71 in the Caribbean. (You will be contacted by Latitude 38.)

I/WE WANT TO CHARTER:

- 1 = San Francisco Bay.
- 2 = Southern California.
- 3 = Mexico.
- 4 = Hawaii.
- 5 = Pacific Northwest.
- 6 = Caribbean.
- 7 = Mediterranean.

COUPLES WITH BOATS FOR DAYSAILING

Bob & Betty Brooks, 51/37, (408) 353-4729

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Mike Wallach, 40, D: (415) 969-8212, E: (408) 252-9697; George Bell, 40, (408) 241-1997, San Jose; Herman Miller, 63, (209) 948-3111; Kim Coleman, 38, (415) 592-1381; Michael K. Tolan, 27, (408) 978-1904; Alexander T. Krysko, 22, 397-9505 8-5; Scott Johnston, 37, 3793 North Ridge Dr., Richmond, (415) 262-9313; Marvin Lundwall, 41, (415) 383-3188, 10 Gardner St., Mill Valley, CA 94941; Art, 60, (408) 729-5902; Gleno, 45, (408) 729-5902; Rul M.G. Luis, 26, P.O. Box 32, Lincoln, CA

1989 CREW LIST —

ANY WAY YOU LIKE IT

MEN FOR CASUAL DAYSAILING

95648; Peter Andree, 35, (415) 367-1534, 950 Woodside Rd. #3, Redwood City, CA 94061; Mark P. Ellis, 29, H: 821-4094, W: 543-3466; John C. Stashik, 42, 1528 Lexington Ave., El Cerrito, CA 94530, (415) 235-2195; Eric Johnson, 27, (408) 732-2904, P.O. Box 61163, Sunnyvale, CA 94088; Louis Brydon, 27, (415) 852-5476, P.O. Box 50721, Palo Alto, CA 94303; Frank Grossmann, 22, W: 543-3021 S.F., H: 685-7492; Kris Hillebrand, 25, (415) 826-6583, S.F., CA; John Robben, 29, W: 543-3021, H: 826-6583; Stephen Mark, 42, (415) 775-2643, 1445 Greenwich, S.F., CA 94109; John Stonich, H: (408) 353-3948, W: (408) 971-2002; Frank Magnotta, 42, (415) 422-7285 day, (415) 947-1463 anytime; Tony Klinnear, 38, 332-2888; Daniel Arquette, 18, (415) 525-9087; Leslie D. Waters, 45, (408) 270-7083; Joel Waldman, 60, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087; David & Scott Copplestone, 22/25, 331-0587; Tony Miles, 30, 548-7479; Don Hamilton, 59, (408) 723-1132; Jim Sprifke, 44, (916) 757-2796, 2550 Sycamore Ln., #31, Davis, CA 95696; Bob A. Drles, 44, (415) 864-8522; Michael Brown, 27, H: (415) 825-9519, W: (415) 674-0667; Pierre Fraser, 42, H: 922-5564, W: 431-1157.

WOMEN FOR CASUAL DAYSAILING

Phyllis, 47, (415) 865-1051; Marina, (415) 381-0123, P.O. Box 636, Mill Valley, CA 94942; Kathy F., 33, (415) 283-0481; Joan Arquette, 45, (415) 525-9087; Linda Cleaver, 45, 383-6137, Mill Valley; Gayle, 35, (808) 329-8795, (808) 329-5592; Barbara, 33, 661-1613; Fran Wlnch Wench, 30's, (415) 334-4910; J. Holmgren, 36, (408) 971-7348; Cynthia, 39, 441-1567, c/o 1823 Union St., S.F., CA 94123; Virginia, 31, (415) 883-3727; Autumn Cadogan, 35, 3795 Manila Ave., Oakland, CA 94609; Melissa Craft, 32, (415) 489-7675; Colleen Cowles, 33, 36 Loma Vista Dr., Orinda, CA 94563; Lynn, 32, 564-2815; Michelle H., 34, H: (415) 647-2277, S.F.; Barbara, 40, 752-8697; Cathy, 40, (415) 845-1833; Jackie Tate, 31, 775-9823; Kay, 38, 383-9530; Colleen, 28, (408) 984-3728; Susan, 33, P.O. Box 2962, San Rafael, CA 94912; Sheri Bebb, 34, (408) 492-5865; Lalne, 34, S.F./Saus., 921-5620; Faye, 60, (408) 729-5902; Pat, 45, 680-4317; Justine, 38, (408) 288-8595; Cindy/Evelyn, 33, P.O. Box 127, Pleasanton, CA 94566; Susan, 30, (415) 474-0666; Lorl, 32, (415) 469-8108; Peggy, 51, (408) 224-8704; Alexandra Dixon, 33, (415) 563-3036, c/o Yale Club of S.F., P.O. Box 26452, S.F. CA 94126; Cindy, 33, 285-3404; Kathy, 26, 331-9961; Deborah Dean, 31, 285-7884; Karen, 28, (916) 488-8383; Jean, 32, (415) 387-0358; Tina, 26, 653-5158; Kathleen, 34, P.O. Box 2346, Vallejo, CA 94592, (707) 553-9039; Paulette, (415) 331-8888, 472-2918.

COUPLES FOR CASUAL DAYSAILING

Jeff & Janet Van Klompenburg, 30, 381-5387; Kathi and/or Kevin, 26/28, 331-8569 or P.O. Box 1917, Sausalito, CA 94966-1917; George & Lynn Marcotte, 30/29, 383-3628, 82 Claire Way, Tiburon, CA; Jan & Stephen Lochner, 40/41, (415) 898-9302; Marti Doyle and/or Wes Kilgore, 41/47, (707) 823-0613; Barbara Abshier/Norm Lane, 47/45, (408) 353-1877; Steve & Nancy, 40/43, (408) 743-6048; Martha Berner & Andy Casotto, 28, 2390 Parker Str #5, Berkeley, CA 94704, 549-3649; Jerry Ellaser & Zella Miller, 42/36, 11055 Sequoia Rd., Forestville, CA 95436.

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PEOPLE WANTING TO CO-CHARTER

PEOPLE WANTING TO CO-CHARTER

Phil Harten, 59, P.O. Box 3372, Vallejo, CA 94590, wants 2 weeks Fall, 1989 exp 3 / prefers 1,4,5 / wants 3,4,6.
Emmanuel Uren, 53, (415) 552-2860, 2 weeks in fall/winter exp 2 / prefers 1,6 / wants 6,7.
Leroy Berges, 32, 861-2645 w, wants 1-2 weeks in the Spring/Summer or Fall, 1989 exp 2 / prefers 1,4 / wants 5.
Long Tall Daddy, 40, 331-1962, Sausalito, wants 1-2 weeks, 1989 exp 2 / prefers 1,3,4,6,7,8 / wants 3,4,6.
Ann King, P.O. Box 2333, S.F., CA 94126, wants 1 or 2 weeks, season depends where exp 1 / prefers 7,8 / wants 3,6.
Todd Severson, 32, 648-3398 exp 2 / wants 4,6.
Bill Horning, 50, (415) 966-7656 w, 1 week Summer & Fall, 1989 exp 3 / 1,5 / wants 3,5.
Mal Towery/Julie Fredrick, 55/40, (805) 528-0439, wants 1-2 weeks Summer or Fall, 1989 exp 3 / prefers 1,2,3,5,6 / wants 3,5,7.
Kathi and/or Kevin, 26/28, 331-8569, P.O. Box 1917, Sausalito, CA 94966, 2-3 weeks in Summer/Fall, 1989 exp 1 / prefers 2,3,4,5,6,7,8 / wants 1,2,6.
Craig & Marcia Zimmerman, 39, (415) 521-4310, Summer, 1989 exp 3 / prefers 3,4,6 / wants 2.
Bob A. Drles, 44, (415) 864-8522, two weeks/any season, 1989 exp 2 / prefers 1,3,4,5,6 / wants 3,5,6,7.
Frank Magnotta, 42, (415) 422-7285 d; (415) 947-1463 anytime, wants 2 weeks, anytime exp 3 / prefers 1,3,4,5,6,7 / wants 6,7.
Stephen Mark, 42, (415) 775-2643 exp 1 / prefers 1,4,6,7 / wants 1,2,3,6.
John Stonich, H: (408) 353-3948, W: (408) 971-2002, time open exp 3 / prefers 1,3,4,5,6,7 / wants 1,2,3,4.

PEOPLE WANTING TO BOAT SWAP

PEOPLE WANTING TO BOAT SWAP

Phil Harten, 59, (707) 648-4314 w; (707) 644-8556 h, Freedom 21. South of here for about 2 weeks in October, 1989.
Frank & Reila Lossy, 49+, (415) 527-2293, Gulfstar 43. Any exotic tropical cruising area for about 9 weeks in July & August, 1989.

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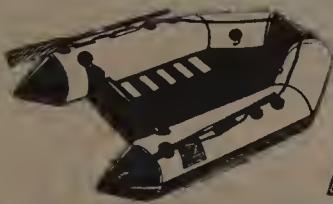
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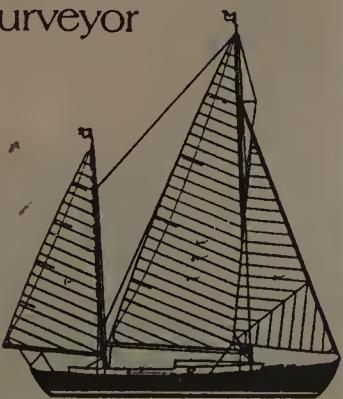
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NEWPORT-CABO '89:

Occasionally, as we slide down the rusty razor blade of life, the Big Guy upstairs, for whatever reason, affords us a quick glimpse of heaven.

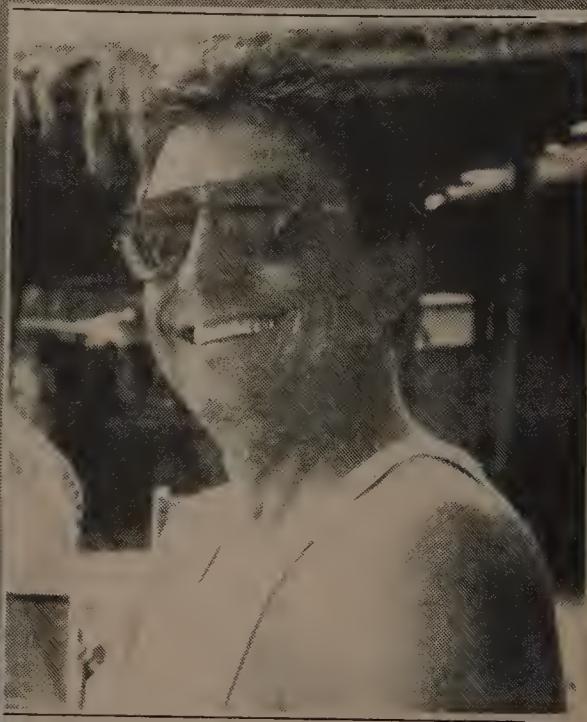
Granted, it's just a little peek — something to keep us going as we beat upwind through the squalls of life — but arguably those are the moments we live for. The brief preview of the afterlife, of course, takes on different forms depending on where your passions lay: for skiers, it might be carving the first tracks on KT-22 the morning after a snowstorm; for golfers, it might be birdying the 18th hole at Spyglass as the sun slowly sinks into the Pacific; for hikers, it might be a picnic by a rushing waterfall on Mt. Tam's Steep Ravine Trail after a spring rain.

For yacht racing fanatics, the closest approximation to heaven on earth in recent memory was last month's tenth biennial Newport Harbor to Cabo San Lucas Race, a near perfect 790 mile downwind run for 39 boats in four divisions. Prior to the March 11th start, host Newport Harbor YC, casting modesty aside, had advertised their race as "the best sailing event from the



Just another hard day at The Office, the newest yachtie hangout in Cabo.

A SLICE OF HEAVEN



Long live the King: John Delaura.

United States to Mexico." Normally, we'd be inclined to dismiss anything that bills itself as the "best" (or, worse yet, the "ultimate") as self-serving hype; in this case, however, that description — thanks in large part to the weather — turned out to be richly deserved.

"It was absolutely a little slice of heaven," enthused veteran Mexican racer Norman Davant, a watch captain on *Pandemonium*. Reflecting on their low finish in the 15-boat sled class, Davant went on to pay the race a supreme compliment: "I've never had so much fun

doing so badly in my life!"

Some people might have had a little more fun than others, like John Delaura, whose SC 70 *Silver Bullet* was the big winner in IOR, or the Diepenbrock family of Sacramento, who sailed their Swan 46 *Troubadour* to victory in the eight-boat IMS fleet. But basically, you'd have to have your wires crossed not to have enjoyed this one: the competition was fierce and the conditions were ideal: sunny skies and steady 20-25 knot breezes from behind, well behaved waves, no water on the deck (unless you buried the bow into a "speed

bump"), and a half moon — not to mention a million stars — to guide your way at night. Throw in some old friends, a pair of deck speakers, a few good meals and cold *cervezas*, and — *voila!* — it was a recipe for a memorable race.

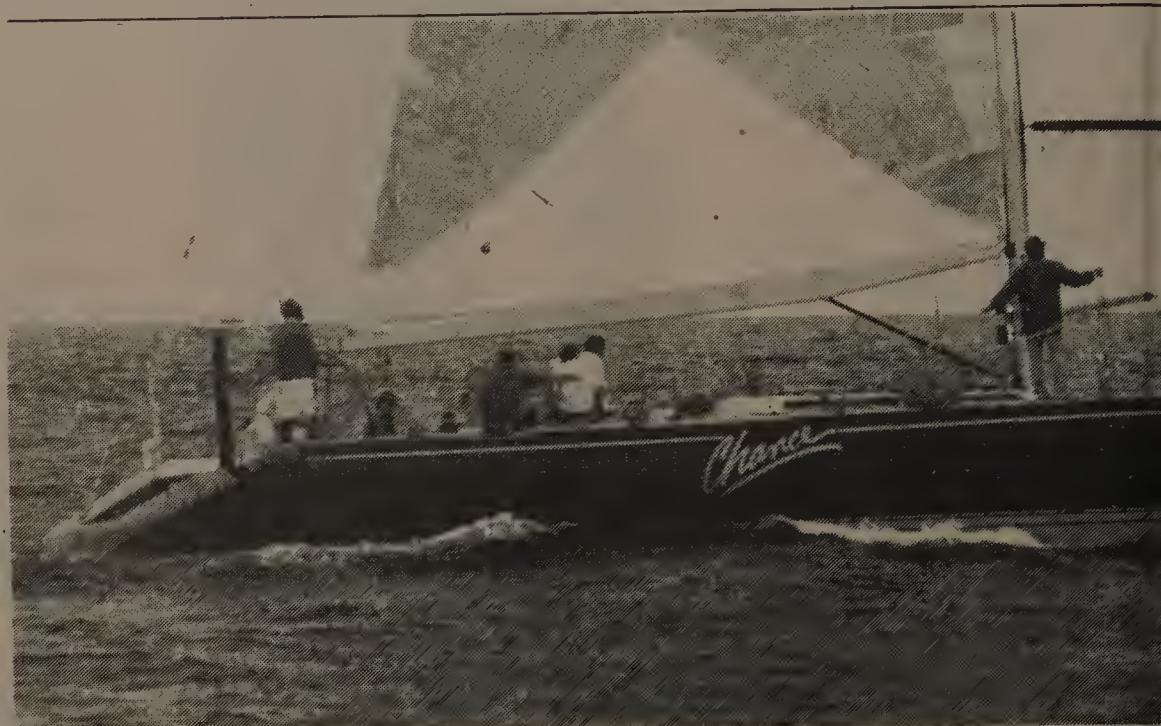
The first two thirds of the race was classic rhumbline drag racing stuff; then, from Mag Bay to the finish off the Solmar Hotel, things got tactical. "How you positioned yourself for the approach to the Cape basically determined how you fared in your peer group," remarked *Silver Bullet's* winning navigator, Mark Rudiger.

NEWPORT-CABO '89:

"Out was the way to go this year." But whether you went in or out, the race was never particularly physical nor, as some might testify, petrifying like the Newport-Cabo Race two years ago when *Blondie* burned down the course in 2 days, 22 hours, a record that may stand well into the 21st century.

This race, which most of the fleet used as a shakedown for the June 30 TransPac, was mercifully quick: the first boat to finish, Mitch Rouse's exotic squeaky-new yellow Reichel/Pugh 68, *Taxi Dancer*, galloped into Cabo after 3 days and 6 hours, an average of just over 10 knots for the course. The race was also relatively uneventful, as heavenly races should be. There was, however, just enough controversy (namely a protest, later disallowed, by the race committee against *Mauna Lani Flash* for violating Rule 26, the commandment that says thou shalt not advertise) and carnage (a handful of kites and one mast, that of the Swan 46 *Bandit*, bit the dust enroute to Cabo) to keep things interesting.

With all due respect to the other



"Aga"? Indeed, Delaura's first three races in his new boat have been king-like: before this race, he was second to *Blondie* in LAYC's November Cabo Race and won February's sparsely attended Puerto Vallarta Race. Delaura attributed his successful

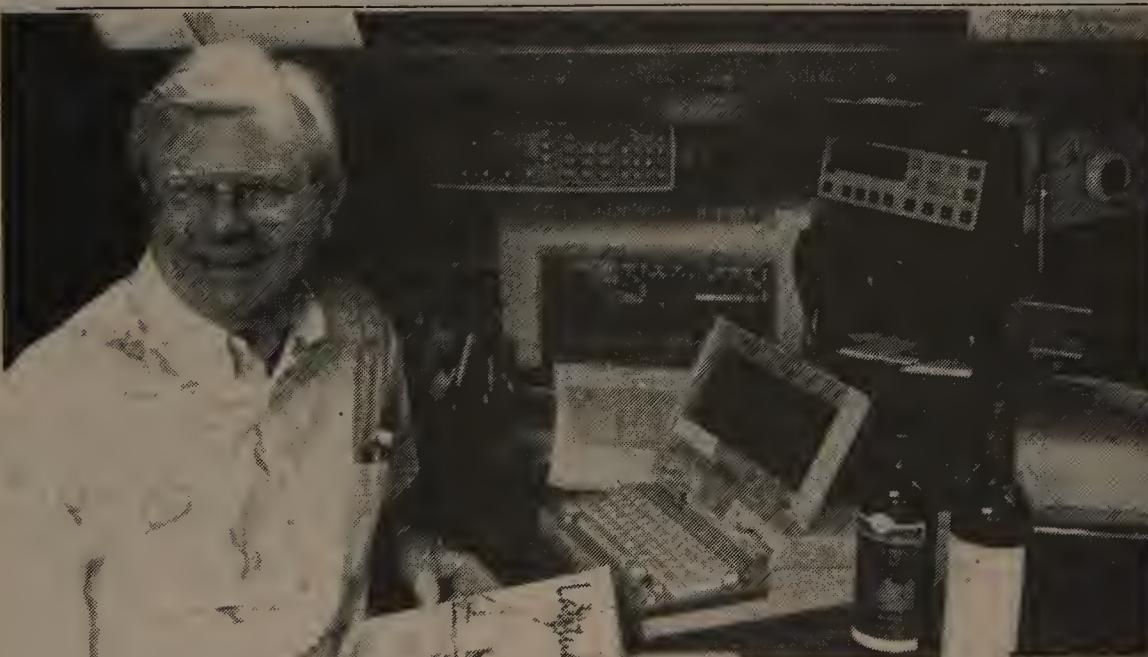
The brand new SC 70 *Chance*: our vote for the best looking sled in the fleet.

behind. See page 130.)

Delaura, who came to this country from Portugal at age 11 and now owns seven recycling companies throughout California, also won this race overall in 1981 in his old boat, the Baltic 37 *Intrepid*. "But this race was a bigger thrill," claimed the King, "It was like a three day buoy race: We were in sight of six boats at the finish!" At one point, the *Bullet* sailed side-by-side with third place finisher *Blondie* for 100 miles, which Delaura and *Blondie*'s Pat Farrah figure helped propel both boats to front row seats. Another factor in the *Bullet* victory was their ability to pick up shifts that other boats may have missed: "We jibed at least 12 times a day — enough to crack our boom," remembers crewmember Robert Flowerman.

It's a bit early for predictions, but *Silver Bullet*'s win bodes well for her chances of "bulletting" the '89 sled circuit, a seven race, one throwout series consisting of this race, Ensenada, Ahmanson, Cal Cup, TransPac (counts double), Big Boat Series, and Long Beach YC's fall Cabo Race.

Another boat that sailed extremely well right out-of-the-box was Mitch Rouse's new composite-built *Taxi Dancer*, which sailmaker Ed Lorence drove to line honors by nine minutes over the *Bullet*. Calling *Taxi Dancer* "radical" and a "breakthrough" may not be too far off the truth: compared to the other "condo 70s", she's a work of industrial art. Even the untrained eye can discern that she's a thoroughbred racer: no windows on the cabin sides, unpainted



Chuck Jacobson, owner of *Allure*: a man with good taste in wine and literature.

debut to a good boat ("we haven't had any teething problems") and an excellent crew, a mixture of Southern and Northern Californians headed by Bill Menninger and Jeff Madrigali. (Ed. note: Three of the *Bullet*'s crew — Madro, Mark Rudiger and Carlos Esteban Badell — left "widows"

24 competitors, the real action was in the 15-strong ULDB 70 class. Seven SC 70s went up against five Nelson/Marek sleds, as well as *Taxi Dancer* and two classic blasts from the past, *Merlin* and the 23-year-old Spencer 62 *Ragtime*, which is older than her skipper Mike Farrah. The racing was incredibly tight — as the finish times will testify to — and when the smoke cleared, there was a new king ruling the sled battlefield: *Silver Bullet*'s John Delaura.

In fact, Delaura's crew have nicknamed him "The King", and why not in a sport that already has a "Pope" and an



A SLICE OF HEAVEN

ALL PHOTOS LATITUDE/ROB

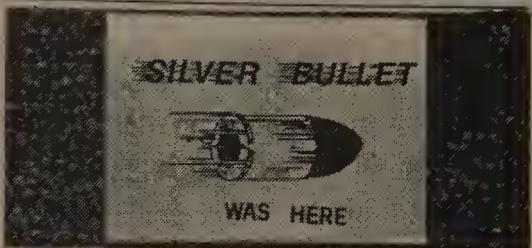
keel among other problems, but once again pulled a rabbit out of her hat to finish third. She'd been running about sixth throughout the race, further proof that the competition is intensifying. She was pressed by *Pyewacket*, which changed keels and sailmakers and now seems faster than ever. Owner Roy Disney, a nice guy, didn't take home any trophies, but ask him if he cared: his company, Shamrock Holdings, just "lost" a bitter takeover struggle with Polaroid, a battle which *The Wall Street Journal* reports should still realize Shamrock a cool \$25 million. And you wondered how these guys pay all those big boat bills?

Class B, essentially a seven boat SC 50 one design class with three oddballs thrown in, was won by Lu Taylor's *Racy II*, which came out of nowhere on the last day. They finished fourth boat-for-boat and corrected out first by half an hour over Chuck Jacobson's SC 50 *Allure*. Or did they? Afterwards, Taylor, one of the true gentlemen in the sport, felt that the race committee miscalculated the handicaps and that *Allure*, with her new lighter rig, actually won. He went over the numbers with Jacobson, who obviously agreed with him, because the two men apparently switched trophies. The Newport Harbor YC

Letting the good times roll on *Pandemonium*.

race committee claims to know nothing about this, or at least they weren't talking to us about it.

Regardless of who was first and second, another SC 50, Davis Pillsbury's cherried-out *Ralphie* (aka, hull #2, ex-*Shandu*, ex-*Upbeat*) came in an undisputed



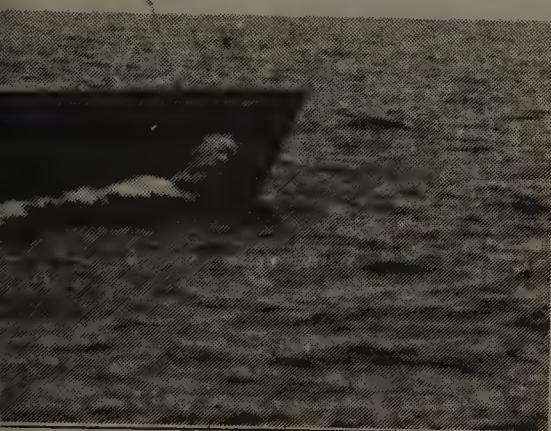
Silver Bullet's ubiquitous "calling card".

third. But Pillsbury, who's been in the game a long time (he used to own the famous Carter design *Red Rooster*), won't be in the SC 50 class much longer — he just ordered the latest SC 70 from Bill Lee. It too will be called *Ralphie*, after the buffalo mascot of Pillsbury's alma mater, the University of Colorado.

Correcting out fourth, but leading almost to the end, was the beautiful 20-year-old 12-Meter *Heritage*, whose boat motto was "dinosaurs don't surf". In under 15 knots, the Chicago-based woodie waterlined away from the fleet — unfortunately for them, most of the race was sailed in higher winds. Led by Steve Grillon, her 19-man crew (for a boat with only eight bunks?) just pointed her DDW and, according to Jim Morris, "We barrel-rolled our way to Cabo. First we'd dip the boom in, then the spinnaker pole. And to top that off, sometimes waves would break over each end of the boat. It was a real adventure!"

Reliance, Chuck Nichol's well-sailed N/M 41 out of San Diego, easily won Class C, a seven-boat assortment of aging IOR warhorses. Crewmember and well known sailmaker Scot Tempesta, obviously delirious with the joy after their victory, proposed to his girlfriend afterwards in Cabo — which is probably the most exciting thing that happened in this class.

Mauna Lani Flash, Art and Libbie Kamisugi's Peterson 48 with an all-Hawaiian crew, took line honors and second place in class. Their happiness was short lived: the race committee protested them for advertising (for the Mauna Lani Resort on the island of Hawaii) during the race, setting off a rash of bad vibes. "We were set up," claims a still indignant Art Kamisugi. "They didn't tell us they were protesting us until we got to Cabo. Furthermore, they discriminated against us — why not bust everyone who advertises, like Roy Disney, who flew his Mickey



spars, unpainted black carbon fiber interior, open cockpit, no wood, etc. Paradoxically, the weight savings were enough that the designers were able to put a few amenities back in, e.g., a watermaker, refrigeration and an enclosed head. But it's the design that makes this taxi dance: she's longer and more IORish than any other sled, sporting a small vertical bulb keel, minimum wetted surface and a lighter displacement than the current norm. She'll be another boat to watch in this "summer of sleds."

Blondie, long the benchmark in the sledding world, picked up a fishnet on her



NEWPORT-CABO '89

Mouse flag on the morning of the race?"

The race committee's position was that, unlike other series that allow advertising in consideration of an increased entry fee (the Big Boat Series, for instance, let the *Flash* race with her "leaping marlin")



Cleanliness is next to godliness: Pando's Tom Leweck cleaning up his act during the race.

graphics for \$500), the Newport-Cabo Race does not allow advertising at all. None, period, end of story. "We told them that from the beginning," insists race chairman Arthur Strock. Fortunately for Art and Libbie, the race committee's protest was disallowed on a technicality (they didn't inform the Kamisugis in time) and the issue was allowed to die.

There's a lot more to the story, but suffice it to say that what we had here was "a failure to communicate". You can bet the Kamisugis will be chatting with the TransPac race committee well ahead of time — and don't be surprised to see the boat without its distinctive hull graphics and spinnakers in that race.

The IMS class, we can't help but point out, was another class dominated by Northern California boats. Jim Diepenbrock, Sr.'s familiar Swan 46 *Troubadour* won, with Peter Noonan's Swan 44-1 *Gusto* following two hours later. *Bandit*, Warren Rosendale's Swan 46, might have been up there with them ("We were making our move," claimed Jim Schutt) but they did a particularly nasty "brodie", i.e., leeward broach, off Turtle Bay and dismasted the boat, a feat previously thought impossible to perform in a Swan. In a class act, Rosendale rented a van and transported his crew to Cabo for the party anyway.

The new measurement rule — this was the first time it's been used in a major West Coast race — seemed pretty well accepted. The most common complaint was that it was hard to figure out how you were doing during the race. For that

1989 Newport-Cabo Race Results

Cls	Fit	Yacht	Owner	Club	Type	Corrected
IOR CLASS A						
1	1	Silver Bullet	John Delaura	WYC	Santa Cruz 70	2:22:16:20
2	2	Taxi Dancer	Mitchell Rouse	CYC	R/P 68	2:22:27:12
3	3	Blondie	Patrick Farrah	LBYC	Santa Cruz 70	2:22:37:18
4	4	Pyewacket	Roy Disney	LAYC	N/M 68	2:22:58:39
5	5	Mongoose	Paul Simonsen	SL FYC	Santa Cruz 70	2:22:59:39
6	6	Drumbeat	Don Ayres	NHYC	Santa Cruz 70	2:23:06:45
7	7	Chance	Robert McNulty	LAYC	Santa Cruz 70	2:23:20:02
8	8	Swiftsure III	George Foligner	SDYC	N/M 68	2:23:35:00
9	9	Grand Illusion	Ed McDowell	KHYC	Santa Cruz 70	2:23:49:39
10	10	Citius	Curtis Spencer	LAYC	Santa Cruz 70	3:00:08:35
11	11	Ragtime	Mike Farrah	LBYC	Spencer 62	3:00:29:00
12	13	Prima	Burton Benjamin	SDYC	N/M 68	3:01:08:59
13	16	Pandemonium	Des McCallum	St. FYC	N/M 66	3:01:57:15
14	18	Merlin	Dixon Hall	CBYC	Lee 67	3:02:29:55
15	22	Ho Ku Lele	Taubman/Riehl	LYC	N/M 68	3:02:55:04

IOR CLASS B

1	12	Racy II	Lucian Taylor	St. FYC	Santa Cruz 50	3:01:01:42
2	14	Allure	Charles Jacobson	HPYC	Santa Cruz 50	3:01:34:27
3	15	Ralphie	Davis Pillsbury	NHYC	Santa Cruz 50	3:01:38:50
4	17	Heritage	Don Wildman	CYC	Morgan 63	3:02:08:08
5	20	Winterhawk	Harold Day	BCYC	Farr 68	3:02:45:59
6	21	Octavia	Stewart Kett	SCYO	Santa Cruz 50	3:02:50:01
7	23	Climax	Mike Campbell	LBYC	Barnett 52	3:03:01:11
8	27	Acey Deucy	Richard Leute	BBYC	Santa Cruz 50	3:07:02:21
9	30	Bombay Blaster	Blaster Syndicate	RBYC	Santa Cruz 50	3:09:40:35
10	31	Emily Carr	David Danielson	PMYC	Santa Cruz 50	3:10:37:19

IOR CLASS C

1	19	Reliance	Chuck Nichols	SDYC	N/M 41	3:02:37:38
2	24	Mauna Lani Flash	A. & L. Kamisugi	WYC	Peterson 48	3:03:37:44
3	25	Cadenza	Carl Eichenlaub	SDYC	N/M 45	3:04:06:16
4	26	Free Enterprise	Richard Ettinger	NHYC	Andrews 42	3:06:43:18
5	28	Travieso	Ron Kuntz	OYC	N/M 44	3:07:44:28
6	29	Illusion	David Fell	SYC	Choate 44	3:07:55:08

IMS

1	1	Troubadour	R.J. Diepenbrock	CYC	Swan 46	91:48:37
2	2	Gusto	Peter Noonan	SL FYC	Swan 44-1	93:37:48
3	3	Predator	Jay Steinbeck	SBYRC	Holland 43	96:23:52
4	4	Ms. Blu	Harry Thomasen	BYC	Swan 59	98:04:01
5	5	Splendid Isle	Charles Lacey	NHYC	Swan 57	98:19:47
6	6	Amerigo	Charles Brewer	LYC	Tartan 40	98:39:20
7	7	Carina II	Bill & Barb Colville	NHYC	Swan 46	98:41:58
—	—	Bandit	Warren Rosendale	BCYC	Swan 46	DNF

matter, it took awhile to figure out who won after the race: the Diepenbrock family, which included brothers Mike and Jim, Jr., the boat's watch captains, and sister Louise, had to wait almost a full day before getting the word that they'd won. (The raw data had to be sent to Newport Beach, where it was run through a computer and eventually sent back down.)

But all such minor inconveniences were quickly forgotten after a few cold poolside drinks at the Solmar, where the conversation was already focusing on this

summer's TransPac. Lying there in the sun on one of the most beautiful beaches in the world, listening to the surf crash and watching grey whales plod northward only a hundred yards offshore, time tends to stand still and everything falls into perspective.

It's moments like this year's Newport-Cabo race — a week of downwind sailing and sunsoaked beaches — that make life worth living. It was a slice of heaven and it's too bad that all of life can't be so pleasant. But, as the English poet Robert Browning once observed, "A man's reach should exceed his grasp, or what's a heaven for?"

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John DeLaura

IMS Overall

1st "Troubador" Swan 46
R. James Diepenbrock
2nd "Gusto" Swan 441
Peter Noonan

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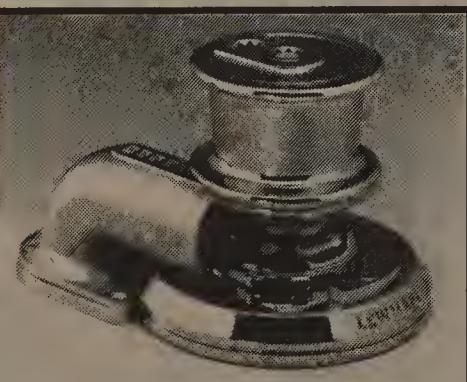
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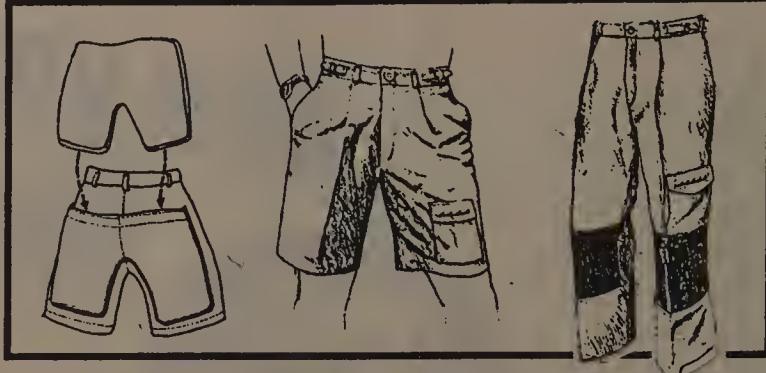
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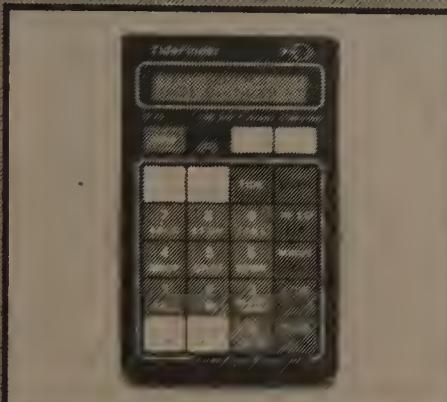
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PRODUCT HIGHLIGHTS



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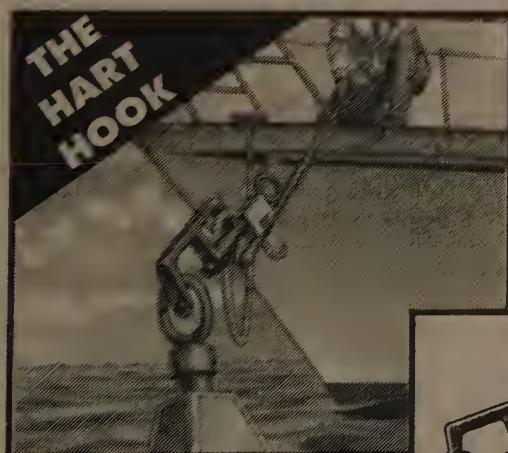
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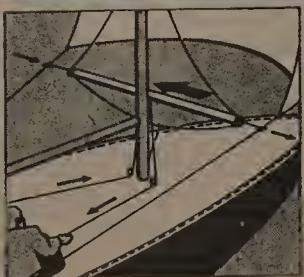
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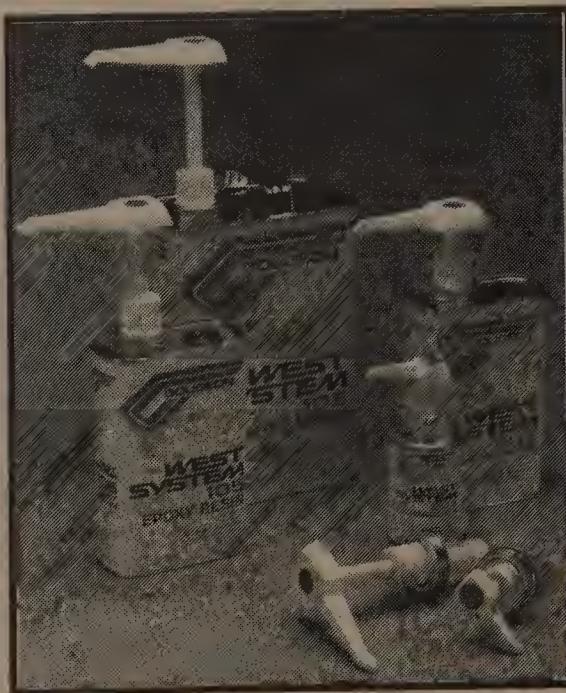
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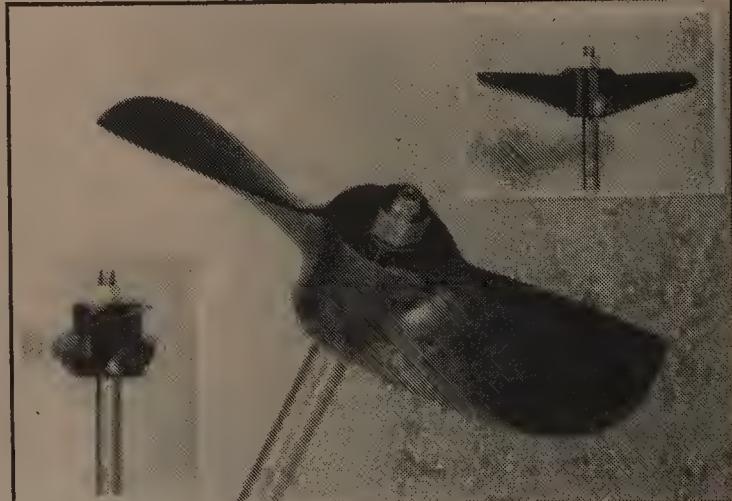
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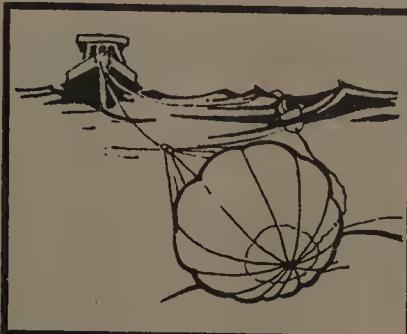


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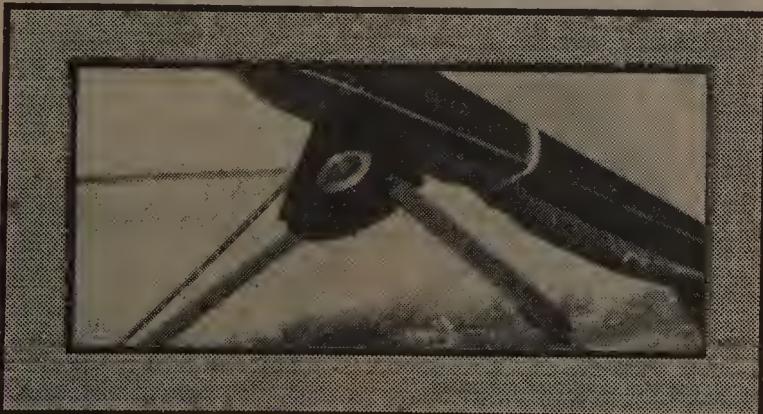
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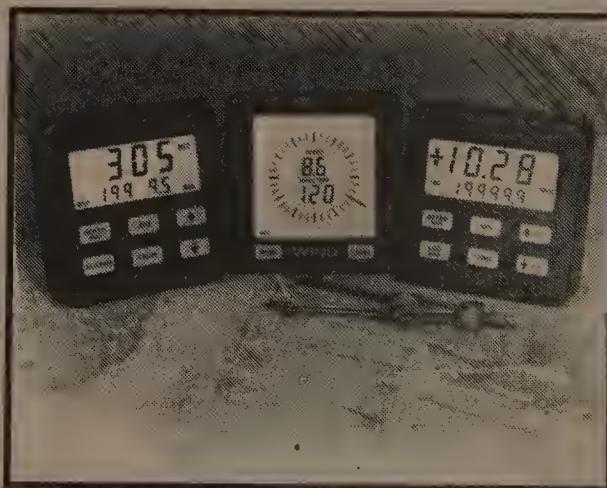
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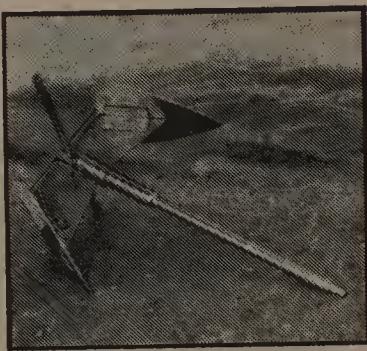
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Genesis

Genesis is a **laminate** comprised of three parts:

- A. Base film;
- B. Fibre support system;
- C. Covering film.

Base Film

Tedlar (polyvinyl fluoride) is the basis of the membrane.

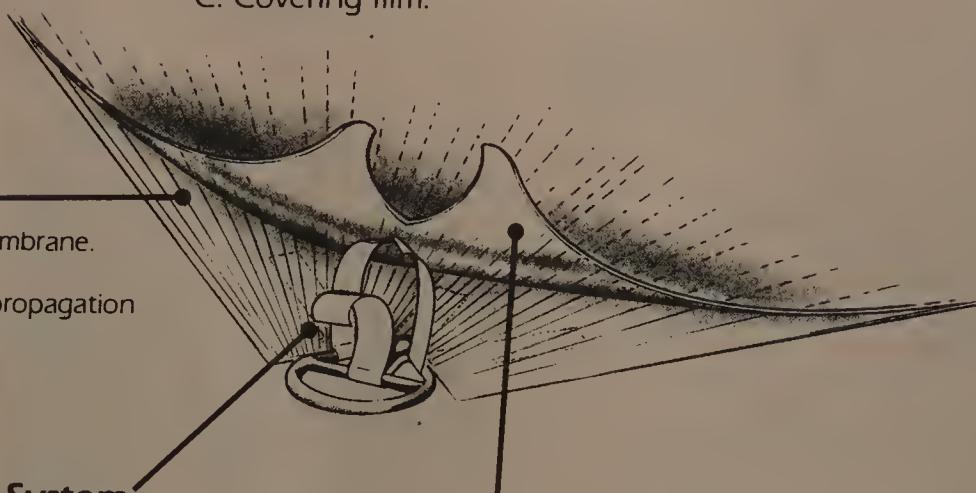
It is:

Impervious to creasing, cracking, wrinkle propagation and subsequent shrinking.

Tolerant of chafing and abrasion.

Resistant to ultraviolet.

Conducive to bonding.



Fibre Support System

The fibre networks of the Genesis material are made up of Kevlar because this material possesses:

- High tensile strength
- Low elasticity at break
- Low elasticity when subjected to constant load

Covering film

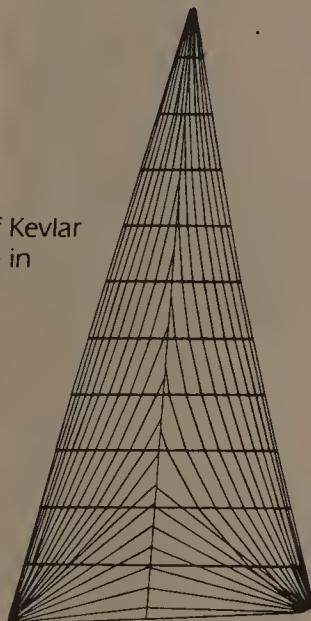
Mylar (polyester) is the secondary or covering film.

It is:

- Strong in multi-directions at low loads (resists elongation in all directions)
- Resistant to heat (withstands laminator oven temperatures)

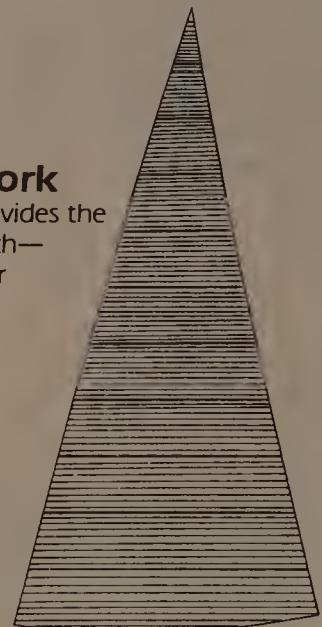
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The primary fibre network consists of Kevlar yarns oriented in such a way as to lie in the way of inherent dynamic load patterns within the sail. *The sail is the primary fibre network; the primary fibre network is the sail.*



Secondary Yarn Network

The secondary yarn network provides the sail with transverse—luff to leech—support. Support here is of a far smaller magnitude than that which resists the primary dynamic loads, but nonetheless, transverse support is required and therefore put in place.



The finished product is one which possesses:

1. Inherent strength for structural durability.
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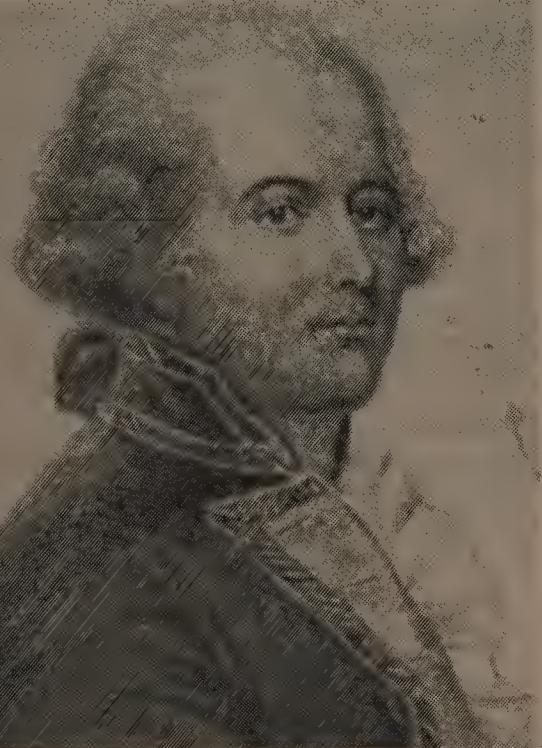
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BOUNTY MUTINY

All the elements of a monumental epic were there: a handsome protagonist, exotic women, a nasty captain, tropical paradise, complex sub-plots and murder. We could have had "An intricately woven tale of passion, greed, revenge", and "A



Vice-Admiral William Bligh was a skilled seaman and navigator. Unfortunately, he had trouble getting along with people.

good read".

Unfortunately, the *Bounty* mutiny saga was written by Human Nature (a younger sister of Mother's), long notorious for being a sloppy novelist. Her plot sprawls across the Pacific, then she lets each rivulet of high adventure sputter and die, with the possible exception of Pitcairn Island. All the while, her confusing characters drift through gaping holes in the story line.

Nature's basic idea was promising enough. Two-hundred-and-one years ago, England's King George III (yes, the King George), lobbied the British sugar planters

Christian was
murdered by
a Tahitian
in 1793.

in the West Indies to import a cheap source of food for their slave laborers. He then sent the Royal Navy transport, *HMS Bounty*, skippered by William Bligh and a crew of 43 officers, tars, and gardeners to Tahiti to collect breadfruit plants. Bligh was

to then bring the melon-sized plants to the West Indies. The plantation owners would make even more money than before, and all of England would benefit.

In those days Tahiti was legendary for something besides breadfruit. After



A 'breadfruit tree' in full bloom. This tree sports almost an entire loaf of Wonder brand breadfruit.

collecting 1,000 rooted cuttings, Bligh had to pry his men away from the arms of their warm, fragrant *vahines* before he could set a course for the Caribbean. He assumed everything was going great until April 28, 1789 when he was told he'd have to get off the ship. This is when our story unravels.

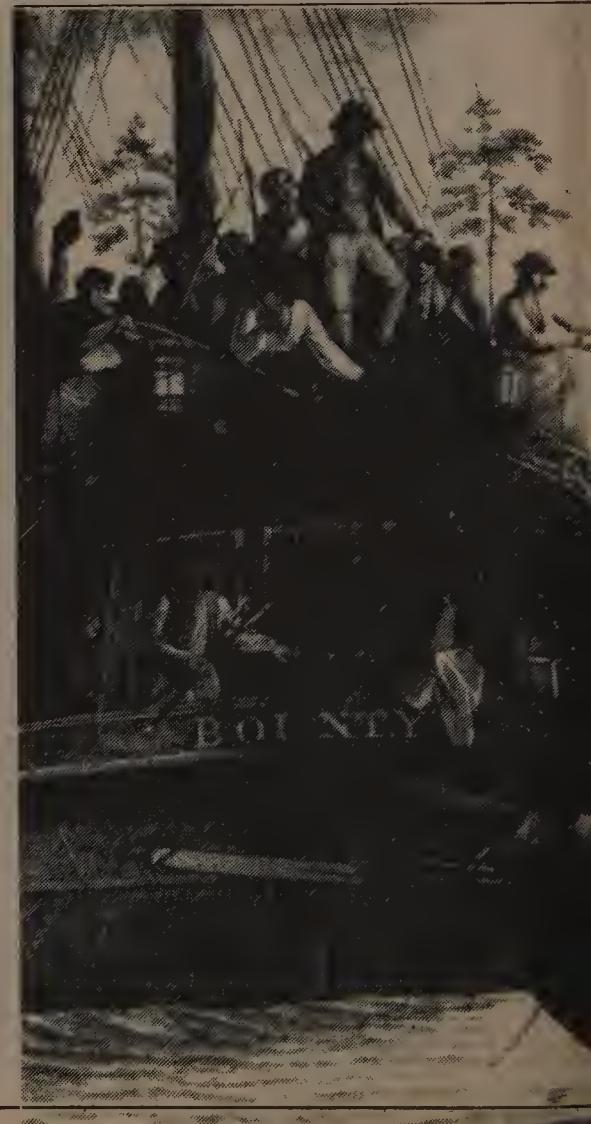
After Bligh is cast adrift off Tafua in the misnamed Friendly Islands, he navigated a 23-foot open boat with 18 loyal men and seven inches of freeboard some 3,618 miles to the Dutch colony of Coupang in the Timor Sea. Heroic? Yes. Incredible? Definitely.

However, before the mutiny Ms. Nature's Captain Bligh was no saint. A raging, incompetent tyrant, at one point Bligh screamed at his scapegoat, Fletcher Christian, because the captain's personal pile of coconuts had dwindled. Then Bligh conveniently became a brilliant, courageous

and even-handed leader in the launch. Believable? Nope.

Meanwhile, once the breadfruit plants had been pitched overboard by the mutineers, we begin to develop doubts about Christian, who had acquired a beautiful Tahitian princess. As the fugitives-to-be island hop in search of a refuge from the Royal Navy and unpredictable Polynesians, the dashing Christian reveals himself to be a crummy hero.

When the *Bounty*, under Christian's command, anchors at Tahiti for the last time in order to shanghai more Polynesian women and men — their Rousseau-esque colony would need slaves — 16 Englishmen disembarked, either because there had not been room for them in Bligh's launch or because they'd had second thoughts about the mutiny. After the *Bounty* had set sail and was well off the island, one of the kidnapped *vahines* literally jumped ship and swam for it. Christian's popularity ebbed further still; he was murdered by one of the Tahitian men in 1793.



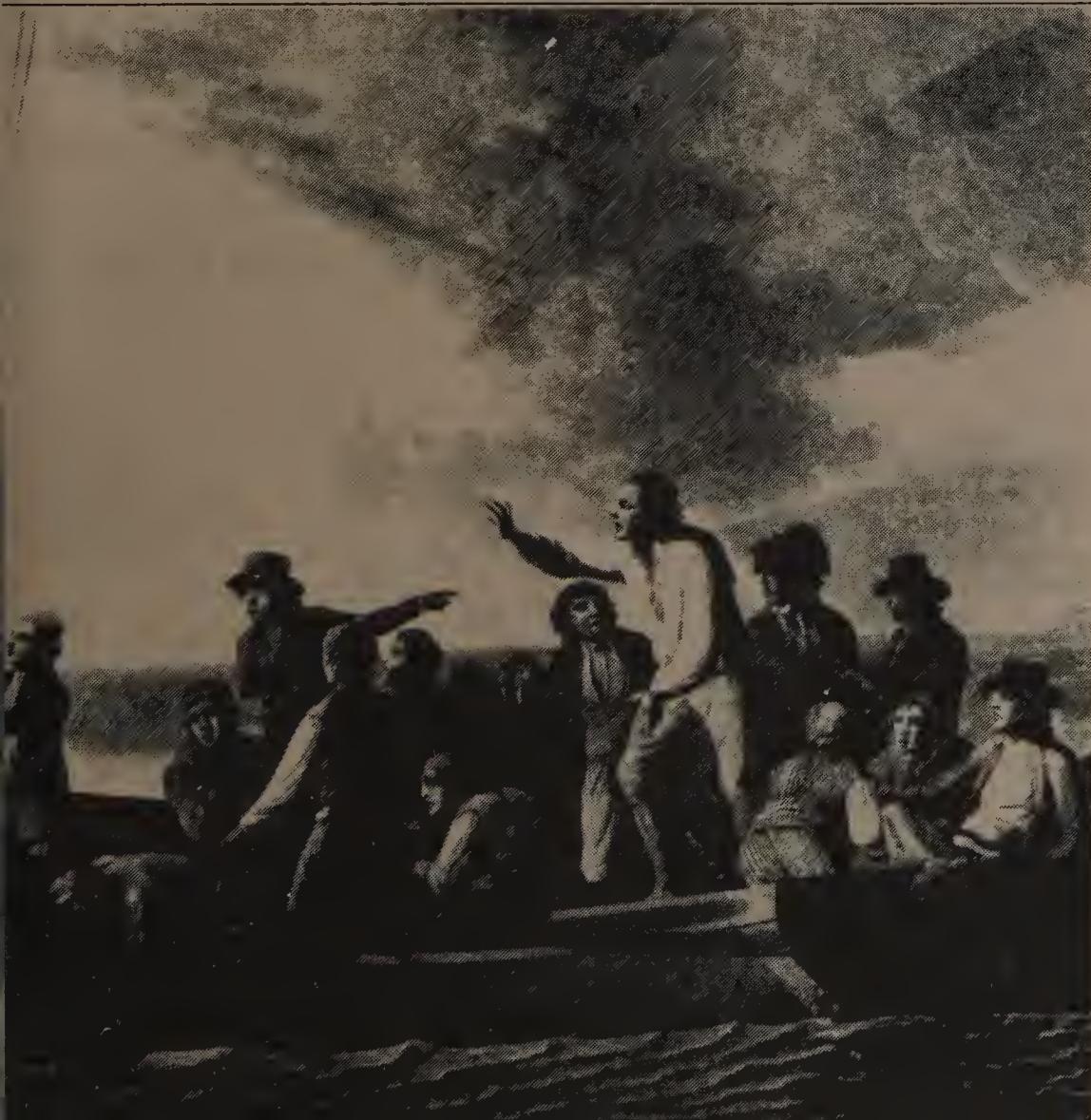
BICENTENNIAL

We can't help but be disappointed in the Christian character, who never even faced Bligh in a stunning climax or staggering showdown.

In 1791, eight years after the mutiny, the *HMS Pandora*, under Captain Edward Edwards, was sent to locate and retrieve the mutineers. Tahiti bound, the *Pandora* actually, sailed within 50 miles of the mutineers' hideout at Pitcairn Island. But that's as close as she came, and of course nothing ever came of this twist in the plot.

The *Pandora* expedition collected all the British who'd been left on Tahiti, but then Edwards, a more consistent bugger than Bligh, managed to smash his ship onto the Great Barrier Reef, losing four of the *Bounty* crew. The rest of the sailors, as well as the reader, endured a repetitive open boat voyage to Coupang. By now, the Dutch were certainly starting to wonder

Andy Warhol's famous oil painting of Christian sending Bligh to the longboat.



about the British Navy, too.

As for Bligh, he not only didn't bother carrying out his own revenge by scouring

winter squash. But the slaves refused to eat it, in perhaps the one moment of ironic brilliance amid years of plot bungling.

T wentieth century historians also

Friday, April 28: Have Your Own Mutiny on the *Bounty*

Bicentennial Party

Necessary ingredients are known to all:

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3. Grog — Pusser's Rum was and is the authentic thing.

Here's how it works: The men wear period costumes and the women wear grass skirts. Everybody gets drunk and has sex. Hardly anybody gets flogged.

Don't forget to send us an invitation.

the Pacific himself, he didn't even attend the court-martial of the mutineers who made it back to England. Why not? Because he went off on a second, and this time much more dull, breadfruit mission. Incredibly, we are robbed of even a courtroom drama.

'Mr. Breadfruit' finally delivered 2,000 plants to the West Indies, where they flourish and bear the starchy fruit that tastes somewhere between a potato and a

whisper about a homosexual liaison between Bligh and the Christian during the first leg of the voyage, a liaison which ended as soon as the vahines of Matavai Bay scrambled aboard the *Bounty* in October of 1788. Bligh, they say, remained celibate while Christian and the rest of the crew enjoyed six months of idyllic heterosexual lovemaking.

These same historians suggest that Christian refused to continue the relationship with Bligh once the *Bounty* weighed anchor and paradise disappeared below the horizon. Maybe this would explain why Bligh came down so hard on the psychologically unstable young Christian. Inconsolable over leaving his Tahitian lover, Christian, goaded by hellraisers among the crew, became sort of an unwilling, confused, pirate.

But we'll never know if these historians were right, will we?

One wishes the *Bounty* epic could be rewritten by a more competent writer than

Was Captain Bligh Gay?

Not bloody likely, is it? But what can you expect from a San Francisco publication. The man had one love, and it wasn't Christian, Mrs. Bligh, or even breadfruit. The man lusted after duty!

Incompetent tyrant? Ha! Blinded by duty, yes, but also a brilliant navigator, superb seaman and stand-up guy. See Capt. Cook for references.

—another 18th century observer

Ms. Nature. After all, the film-makers have had three chances. A gripping, towering, powerful rework would provide posterity with consistent characterization, a tightly-knit plot, and all the steamy details. Perhaps then this mutiny yarn would be worth literary kudos such as "Fascinating!", and "The best sea story of 1789!"

— an 18th century observer

THE WORLD

With reports this month on Charter Guides; learning from Charter Cooks; a planned Sausalito YC cruise to Yugoslavia; an Ocean Voyages charter to Pitcairn Island; the Charter From Hell; and, chartering in Maine.

Charter Guides

In chartering, as with sex, the anticipation of the great event is almost as good as the real thing. With sex, the anticipation consists of flirting and foreplay; with chartering, it's a good cruising guide.

We recently received review copies of four cruising guides from Cruising Guide Publications of Clearwater, Florida, and are happy to report that two of them are excellent.

Of interest to the greatest number of readers, because it covers the charter capital of the world, is the 1989-90 edition of Simon and Nancy Scott's *Cruising Guide To the Virgin Islands*. Having given the book a thorough workout during four weeks of Big O charters in the Virgins early this winter, we feel safe in pronouncing it the best cruising guide we've ever used. It's packed with information about everything

instructions for all the popular anchorages. As for "foreplay", the color aerial photographs are enough to make even the jaded sailor's heart pound harder and faster. At \$14.95 it's a terrific bargain; don't charter the Virgins without it.

In previous trips between Martinique and Grenada, the Big O crew has relied almost entirely on Chris Doyle's *Sailor's Guide To The Windward Islands*. A long time charterboat captain in the region, Doyle's guide has a colorful style and many anecdotes that are a perfect match for his "down island" subject matter. The latest edition, number four, has been significantly upgraded by the inclusion of some excellent aerial color photographs of the more popular anchorages. Jammed as ever with information, Cruising Guide Publications was wise enough not to sterilize Doyle's entertaining prose in the latest edition. The guide is a 'must' for anyone chartering in the waters of Martinique, St. Lucia, St. Vincent and the Grenadines, and Grenada — considered by many experienced sailors to be the finest cruising waters of the world. Also \$14.95.

Lest you think we're a soft touch for reviews, Chris Doyle's *Sailor's Guide To a Venezuela Cruise* is, in our opinion, a dog. Described as "a sample of an extensive cruise" (?), both the information and charts are woefully incomplete. We got the distinct impression that Doyle really doesn't know that much about his subject matter — not the best thing if you're writing a cruising guide. What's there may be accurate, but it's inadequate. Selling for \$12, Doyle's guide to Venezuela represents nowhere near the value of his other guides.

Also new is the *Cruising Guide to the Sea of Cortez (From Mulege to La Paz)* by Simon and Nancy Scott (who did the excellent guide to the Virgin Islands). We've sailed between Mulege and La Paz many times, and the interesting thing about this book is that we hardly recognized the area. The color photographs are so luscious we'd find ourselves saying "where's this, we've got to go there!" — only to find we've already been there several times. It's a disconcerting feeling, to say the least.



Unlike the first two guide books mentioned in this article, which are jam-packed with information, the *Cruising Guide To The Sea of Cortez* seems thin. Only part of the reason is because the area covered has so few towns, restaurants, stores, roads or fuel docks. While far from being the most definitive guide to the Sea of Cortez, it's the most beautifully done. \$12.95.

All of these Cruising Guide Publications are available through your local chandlery or nautical bookstore.

Have you used any good cruising guides to popular charter areas? If so, we'd love to hear about them.

— latitude 38

Simon and Nancy Scott's lovely *Cruising Guide to the Sea of Cortez*.

from cruising permits in the BVI's to all the places you can buy ice. The charts are superb and comprehensive, as are the

LATITUDE/RICHARD

You Learn Something New Every Day

How's your flag etiquette I.Q.?

Last month a charter skipper we know was taking a group of guests from Redhook, St. Thomas in the U.S. Virgin Islands to Jost van Dyke in the British Virgin Islands. The

OF CHARTERING



LATITUDE/RICHARD

captain asked the cook to raise the BVI flag on the starboard spreaders, as required by law.

The cook, for reasons known only to members of her profession, hoisted the flag on the port spreader.

Anyone can make an error, figured the captain, pointing out the mistake to the cook.

"Oops," laughed the cook, who immediately raised the flag on the correct side.

The captain didn't look at the flag again for 10 minutes, but when he did, he couldn't believe his eyes. It was upside down! "Cooks," he sneered under his breath, "they ought to be confined to their galley with their recipe books and bottles of scotch until the conclusion of a charter."

"Tell the cook," he instructed the deckhand softly so the newly-arrived charter guests wouldn't overhear, "that she screwed up the flag again. Have her put the damn thing right-side up!" As the

deckhand disappeared below with the message, the captain, on his first charter with this particular cook, wondered if she might not be bananas, a relatively common affliction in the Caribbean.

The deckhand returned with surprising news for the captain. "The cook says you're supposed to fly the flag upside down so the officials know that you haven't checked in yet. Once you've taken care of the paperwork, you re-raise the flag right-side up."

"No kidding?"

"No kidding."

'Geez,' thought the captain with renewed respect for the cook, 'that's a new one on me.'

Sensing a golden opportunity to let the guests know that he wasn't an arrogant know-it-all, the captain addressed the guests. In a folksy manner he explained

that wonder of wonders, the lowly cook had just given the venerable captain a little lesson in flag etiquette. Even the sailors among the guests were impressed, for the upside-down-before-checking-in procedure was a new one on them also. The captain noticed a few of them committing this little bit of knowledge to memory for use back at the yacht club.

Later that evening at Foxy's, the cook taught the captain another lesson: that she wasn't to be taken lightly. Her tongue loosened by a scotch or two, she confessed that she's fabricated the whole upside-down flag business on the spur of the moment to save face. Which she did by making a fool of the captain.

And now you know just one of the reasons captains and cooks always eye each other so warily.

— latitude 38

Sausalito YC to Yugoslavia

During the last few years, Sausalito YC members and their friends have bareboat chartered in the Caribbean (twice), Greece, French Polynesia and New Zealand. This September they'll be sailing the beautiful Dalmatian coast of Yugoslavia and would like to extend an invitation for other yacht club members to join them.

The charter is being arranged through Kavos/The Moorings, will feature Oceanis boats built by Beneteau, and will start from Trogir.

Any questions can be directed to Cruise Chair — and Mexico vet — Maren Kelly at 381-8310.

Ocean Voyages Did Fine By Us

In response to a query in the February issue about Ocean Voyages trips, I'd like to report my husband and I were very happy with Mary Crowley's crewed charter from Tahiti to Pitcairn Island and back. It took two days to sail over and ten days back; we spent two unforgettable weeks on the island itself.

Philippe, the 22-year old captain, was an excellent navigator and knew just how to set the sails for maximum speed. He had sailed his own boat from France to Tahiti, and had taken part in many Atlantic races.

Yvon, the first mate, was the same age as Philippe. He was a good mechanic and cook. He spoke only French and

THE WORLD

German, but when he had one of his delicious meals ready, he'd come up on deck and announce: "Eating!"

Pitcairn rises up out of the ocean with no protection. The poor crew had to remain aboard the boat for almost the entire two weeks, so they could move the

Island in the Bahamas aboard Murphy's 51-ft ketch, *Seabird*.

Murphy, who had long hair, a beard, and wore four gold chains with a glass eye around his neck, was an excellent entertainer, played his role colorfully, and had a well-kept boat. It's with the actual operation of the boat that he seemed to have some problems.

It started when *Seabird* was briefly detained by a gunboat after Murphy had brought her too close to Cuba. The following morning the engine, which along with the generator had been run constantly for three days, died because they were out of fuel. Then the batteries went low. Finally the Loran went bad, leaving Murphy unsure of their position.

According to Davis, when one of the guests spotted an island, Murphy immediately announced that it was their destination. In reality, Great Iguana was 120 miles over the horizon. It was during Murphy's attempt to beat to the island that the guests discovered he wasn't the best ocean sailor in the world. This was later confirmed by Murphy's sister, who said most of his charters consisted of motoring Key West vacationers to nearby snorkeling spots.

When Murphy finally was able to close on the island in the black of night, he did something odd; he set more sail. Murphy told his guests not to worry, that his boat had a thick hull and would bounce off the bottom if she hit. He was wrong. *Seabird* crashed onto the reef, came to rest at a precarious angle, and began taking on water. Murphy's reaction would not get Coast Guard approval: he went below and prepared himself a 36-ounce tumbler of rum and Coke.

Murphy did make sure his guests made it to the shore of the uninhabited island, but then his behavior became even more alarming. When they asked for blankets, Murphy had his mate tell them to stay away from his boat. At dawn he came on deck and raged at the sea gods. A short time later the mate discovered that Murphy had shot himself in the head; authorities later confirmed it was a suicide. Murphy's sister admitted the 49-year captain had told her he didn't expect to live long. A victim of a crushed skull in an auto accident, he'd been bothered by pain and depression.

LEONA WALLACE



Two residents of Pitcairn Island come out to see a visiting charter yacht.

boat to the other side of the island if the wind shifted.

It was a great trip; I wish I could go again.

— leona wallace
la jolla

Charter From Hell, A Bad Way To Start The Year

As much as the Coast Guard and others might wish, a U.S. Coast Guard Captain's license is not necessarily a guarantee of competence. Just ask George Davis, wife and friends. The six of them paid \$5,000, excluding food, for licensed captain Ray Murphy and crew to take them from Key West, Florida to Great Iguana

The well-equipped *Seabird*'s EPIRB quickly brought a Coast Guard helicopter and rescuers, so no one suffered too much. While most of the guests have lost interest in chartering, Davis, a retired Navy chief, wasn't put off. Although Murphy was incompetent, Davis said he was a lot of fun until he lost control. Although Davis would be more careful in picking a skipper, he says he'd like to try the charter again next year.

—latitude 38

The Maine Thing

Allergic to the tropics but still want to charter? Maine may be what you're looking for. Not only is it "the only place in the Northeast that New Yorkers haven't destroyed", but thanks to its many coves, inlets and islands, it actually has a longer coastline than California.

Wags claim that Maine's sailing season is July 29. In actuality, it begins sometime in May and ends early in September. Way up at latitude 44, days are warm but nights can be cool. Swimming is described as a "sobering experience" that's best left to the young and foolish. Unknown in the tropics, both fog and moose thrive in Maine.

Sailing off the "Pine Tree State" is normally a gentle experience. The normal sailing breeze is a 10 to 15 southwesterly that comes up about 11 a.m. and dies out in the late afternoon. For your cruising comfort, evenings and mornings are calm. Naturally there are periodic exceptions.

Kiel Cove at the end of the Tiburon Peninsula is the only place in Northern California that even vaguely resembles the Maine coast, which is dominated by granite boulders, rocky beaches and pine trees. The bottom is good for anchoring, with lots of sand and mud. Tides are about nine to 10 feet, so you have to watch your depth. Maine has so many fine anchorages that you seldom have a problem finding a cove to yourself.

The pace of life is slow. Very slow. Maine's shoreside attractions are, as you might expect, sedate. Visiting the L.L. Bean headquarters in Freeport is about as wild as life gets. The Bath Ship Museum is a worthwhile attraction as are Hinkley and Sabre, two of the finer yacht manufacturers in the United States. Places that bring smiles to the faces of Maine cruising vets are Boothbay Harbor, Bar Harbor, Blue

OF CHARTERING



DEBBY SMITH

Downeast, you can get there from here.

Hill Bay and Christmas Cove.

It's illegal to visit Maine and not eat your ration of lobster. In the height of the season it sells for as little as \$3 a pound.

Maine's premiere sailing competition is the Monhegan Island Race which usually draws 100 boats. Held in August, this 120-miler starts in Portland and uses Cape Elizabeth and Monhegan Island as rounding marks.

Maine; ideal for those who think there's more to chartering than a sunburn in the tropics.

— latitude 38

If You Don't Have Anything Good To Say . . .

One of our goals with the World of

Chartering section is to help folks identify the better charter outfits and avoid the less good ones. It would seem a simple matter; folks write in either praising or knocking the experiences they've had with the different companies.

Alas, things are never as simple as they appear to be. For example, if somebody writes in and reports they've had a terrific charter, there will be no problems because the charter outfit is going to agree wholeheartedly with such an evaluation. But in cases where someone says they had a bad charter, there's bound to be a heated dispute. That leaves us in the impossible position of having to decide, on hearsay alone, who to believe: charterers who say the boat they got was broken down and dirty, or the charter company that claims the charterers were overly persnickety incompetents who grouse about perfection in an attempt to extort a partial refund.

If we had no experience in such complaints, our inclination would almost always be to believe the consumer's side of the story. But having tried to referee all too many such disputes in the last 12 years, we've learned that you can't cast judgement until you've spent countless hours sorting out both sides of a story. Since we have neither the skill or inclination to play judge, we're delighted we don't have countless hours available to devote to such an endeavor.

Charter companies also note that angry customers are much more likely to take the time to complain than satisfied customers are to praise. We know this to be true as a result of an ill-fated marina survey we conducted several years back.

Then there's the matter of nobody being perfect. We had a case where a charterer complained about his experience with one company. When contacted, the company responded with written reviews from all the other groups that had chartered the same boat that season; all the reviews were good to excellent. "Should our company be damned because just one charter out of 16 wasn't excellent?" asked the owner of the outfit.

Having given the matter quite a bit of thought, we've decided that all future *World of Chartering* reports will be "good guy" letters, identifying companies that have done a good or excellent job. While

DEBBY SMITH



Serenity reigns supreme in the Pine Tree State.

this is not the ideal solution, we think it's the most fair.

If you had a bad charter, we'd still like to hear from you. If we get three or more about a single company in a season, we'll then poke our nose into the situation. In fact, we're doing just that with a company that operates boats in the Med.

So no matter if your charter was good or bad, please drop us a short note. Your review, good or bad, will help future charterers make smart decisions about which companies to work with. Incidentally, we've been getting plenty of mail about the bigger charter outfits like The Moorings; we'd love to hear more about the smaller companies and ones operating in less popular charter areas. We appreciate your assistance.

— latitude 38



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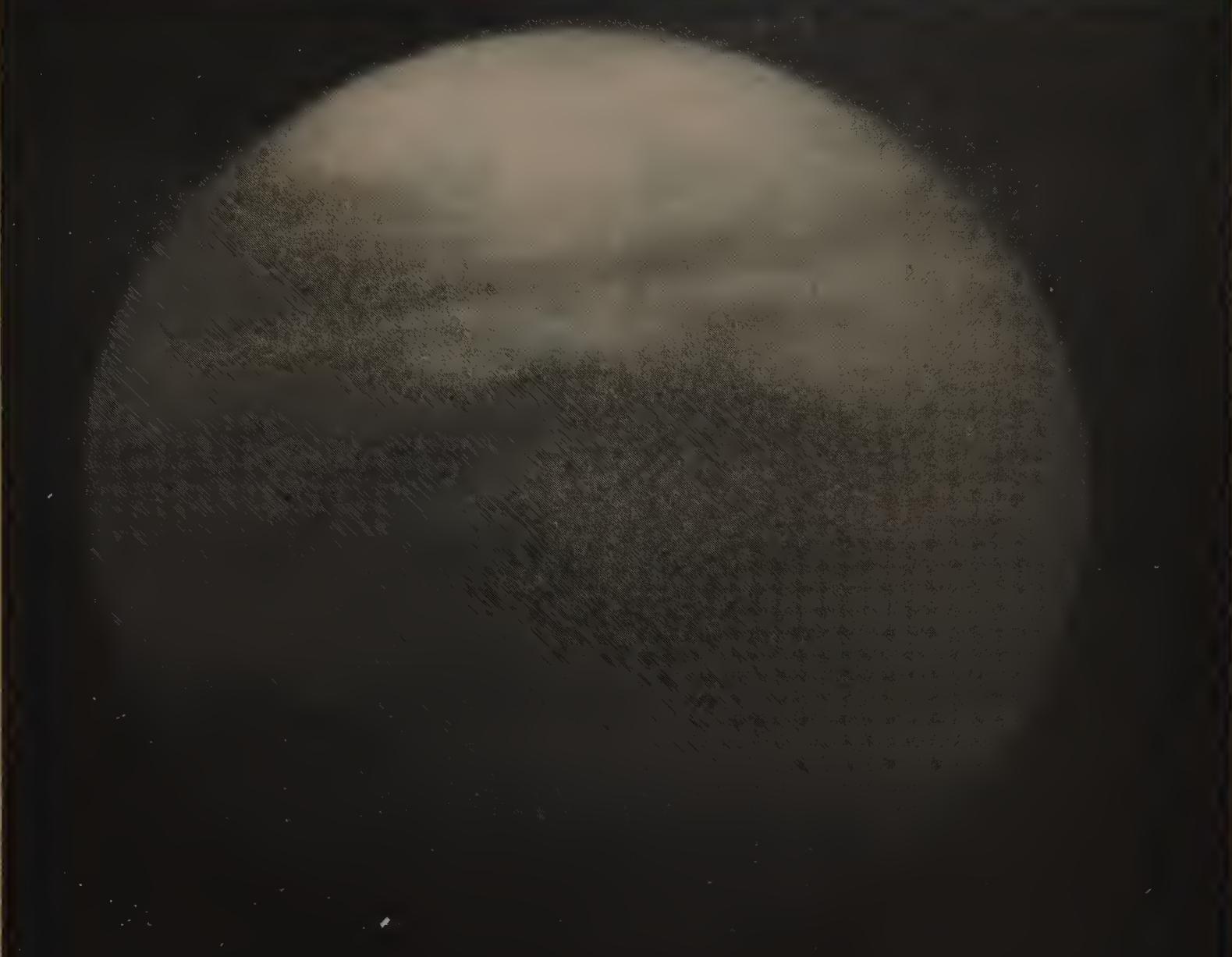
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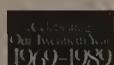
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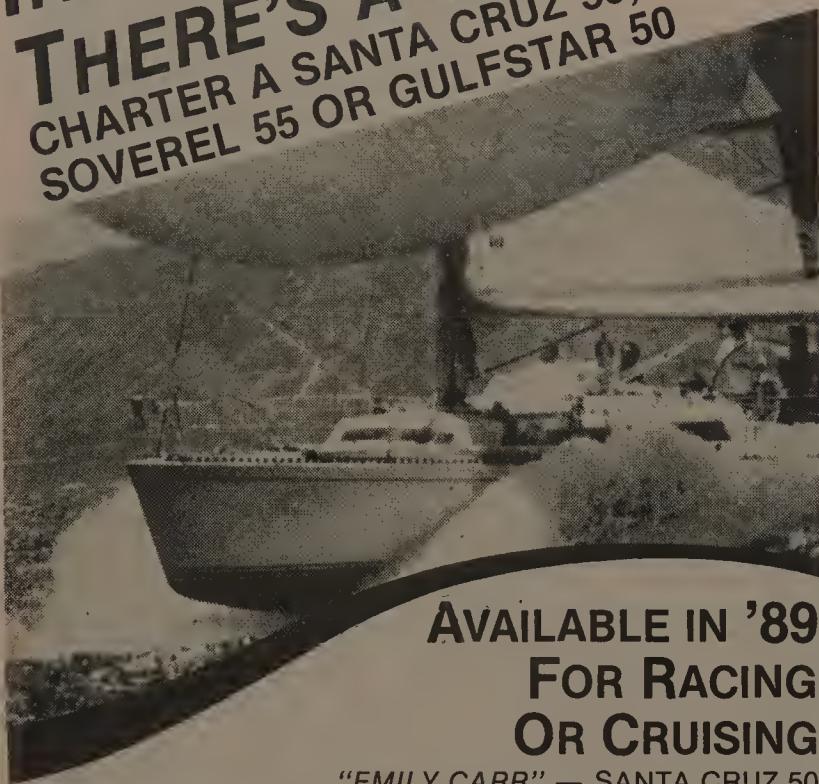
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Apr	Marina del Rey to Newport	75	\$ 1,300
Apr	Ventura to Newport	120	\$ 1,650
May	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
May	Long Beach to Dana Point	40	\$ 1,300
May	Sta Barbara around the Isles to Ventura "Hardway"	110	\$ 1,650
June	Channel Islands to Marina del Rey	75	\$ 1,300
June	Channel Islands to Santa Barbara Island	100	\$ 1,650
July	Marina del Rey to San Diego	120	\$ 2,500
Aug	Santa Barbara to King Harbor	120	\$ 2,500
Aug	Newport to Coronado	90	\$ 2,500
Sept	Windjammer	64	\$ 2,500
Sept	Dana Point to San Diego	75	\$ 1,300
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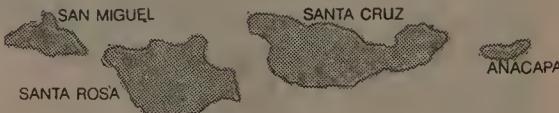
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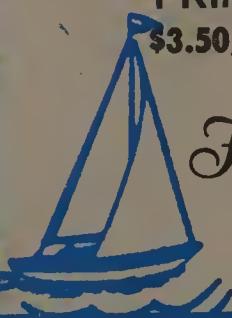
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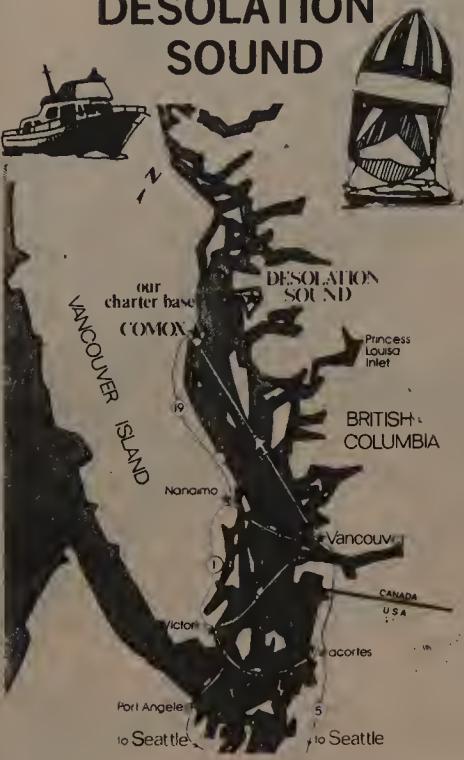
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A Few Californian Comments . . .

A Few Californian Comments . . .

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N.F. Molnar

N.F. Molnar

"I want to personally thank you for the wonderful sailing trip that you made possible through the many services that were provided by you. The yacht was fine and very completely equipped. Your orientation to the islands was invaluable and allowed us to go on our own to other sites in Greece and to understand better what we were seeing. In short, the friendliness, flexibility and information provided by you allowed us to have a great sailing experience. I would be glad to talk to any potential customers telling them of my positive feelings."

N.F. Molnar

D. Robbins

"My wife and I recently had the opportunity to travel through the Greek Islands and were very impressed by your country. We would also like to mention a firm by the name of G.P.S.C based in Kalamaki Harbor, Athens from which we chartered a yacht. This firm, operated by Mr. Kostis Kostandarakis, provided us with excellent service. The staff was friendly and helpful and did everything possible to ensure that we enjoyed our holiday. We found the yacht to be not only of high quality design and manufacture, but also in an excellent state of repair . . . Because we believe in and appreciated high quality service, we are writing this letter to commend G.P.S.C. on its excellence and to bring it to your attention."

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THE RACING

This month, we have results from a bunch of local races, including the rainy Wheeler Regatta, the always popular Big Daddy Regatta, the three St. Francis YC Spring Invitationals, MYCO's Champion of Champions, and the final results of seven midwinter regattas. We also took a quick look at MEXORC, the One Ton NA's, and the Congressional Cup. The column ends, as always, with an eclectic assortment of race notes.

Wheeler Regatta

About 80% (51 out of 67) of the registered yachts in Berkeley YC's 17th annual Wheeler Regatta braved the elements, i.e. pouring rain, on March 18 to compete in two quick races. According to race committee member Bobbi Tosse, the wind for Saturday's races was a fairly steady 12 knots out of the southeast. "We figured it would clock, so we sent everyone off on what should have been a decent course each time," she said. "The bad news was that the wind didn't budge, so everyone ended up reaching around the course. The good news was that everyone was able to get out of the rain sooner."

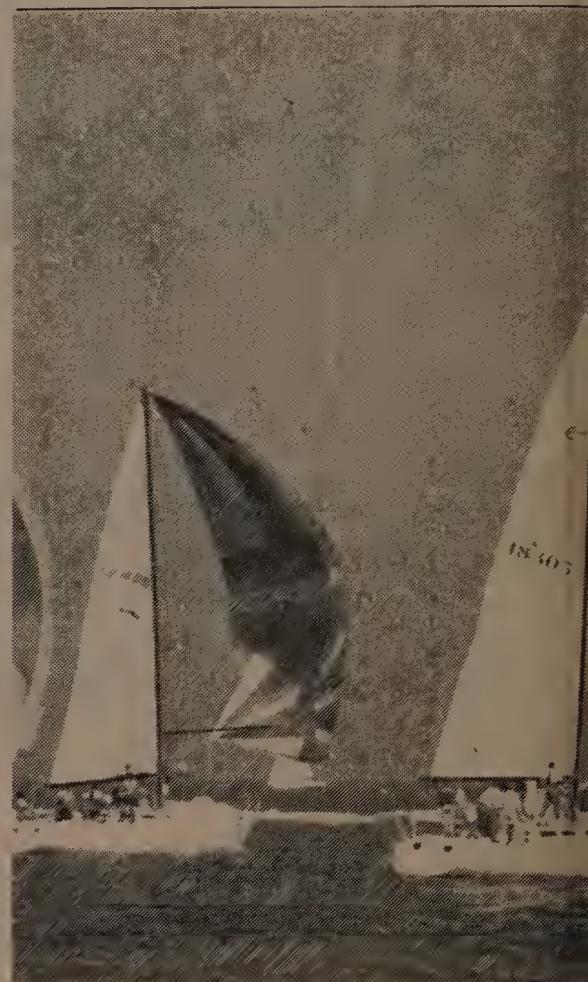
Sunday's race, a 13.4-miler, was held in more "normal" conditions — a 10 to 15 knot westerly and sunshine. The race was delayed briefly while the race committee rushed back to the yacht club to get a temporary buoy that was inadvertently left in the chairman's car trunk, but other than that the second day went off without a hitch.

team of Malcolm and Jim Gregory, won the City of Berkeley Trophy for the ill-attended IMS classes. W.P.O.D., a Wylie Wabbit raced by Melinda Groen and Bill Erkelens, Jr., won the big burrito, the Wheeler Trophy for PHRF boats, with a 1.10.4 record. If you don't know what W.P.O.D. stands for, ask your kids.

The Wheeler Regatta is named in honor of Rollo Wheeler, a past commodore of Berkeley YC who disappeared over 15 years ago while cruising near Cabo. The regatta seems to have peaked last year, when an amazing 124 boats turned out. "This year, attendance was down due to scheduling conflicts — i.e., being the weekend after the Big Daddy — and bad weather," admits Tosse. "Next year, we'll take care of both of those problems."

IMS I — 1) Bydand, Baltic 42, Max Gordon, RYC, 2.25 points; 2) Equanimity, J/35, Randy Paul, SCYC, 6. (2 boats)

IMS II — 1) Magic, Wylie 34, Malcolm & Jim Gregory, RYC, 5.5 points; 2) National Biscuit,



8; 3) Trix, Ron Hardiman, RYC, 10. (6 boats)

DIV. IV (PHRF 0-169) — 1) El Gavilan, Hawkfarm, Jocelyn Nash, RYC, 4.5 points; 2) Wavetrain, Olson 911S, Rick Caskey, BYC, 5.75; 3) High Frequency, Wavelength 24, R. Merle/C. Bell, 10. (7 boats)

J/24 — 1) Bohica, Mike Lahorgue, StFYC, 7.75 points; 2) Grinder, Jeff Littfin, SeqYC, 8.75; 3) Dejavu, R.Cook/K. Milne, StFYC, 10.75. (20 boats)

DIV. VI (PHRF 170-199) — 1) Temptation, Cal 2-27, Rollye Wiskerson, RYC, 4.5 points; 2) Antares, Islander 30 Mk. II, Larry Telford, BYC, 5.75; 3) High Appraisal, Newport 30, Patrick Lane, VYC, 7. (10 boats)

DIV. VII (PHRF 200-up) — 1) Cinnabar, Cal 25, Ed Shirk, BYC, 5.75 points; 2) Buffalo Honey, Santana 22, Lou Fields, IYC, 5.75; 3) Farmers, Cal 20, R. von Ehrenkrook, CSC, 9. (6 boats)

SANTANA 22 — 1) Anemone, Hank Lindemann, EYC, 3.5 points; 2) Soliton, Mark Lowry, BYC, 4.75; 3) Carlos, Robert Ward, RYC, 11. (7 boats)

WHEELER OVERALL — 1) W.P.O.D.; 2) Bohica; 3) Wavetrain; 4) El Gavilan; 5) Grinder; 6) Dejavu; 7) Anemone; 8) Soliton; 9) Warhawk; 10) Sweeney Todd. (52 boats)

LATITUDE/ROB



The StFYC 6-Meter crew: (l to r): Jim Barton, Hartwell Jordan, Billy George, Mark Rastello and skipper John Kostecki.

Schumacher 35, Colin Case, Balboa YC, 5.75. (4 boats)

WABBIT — 1) W.P.O.D., Groen/Erkelens, RYC, 2.25 points; 2) Hare Brained, James Maloy, RYC,

hitch. One boat, a Santana 22, did lose its rudder, but made it safely back to terra firma by steering with its outboard motor.

Wylie boats were the overall winners of the three race, no throwout series: the Wylie 34 *Magic*, sailed by the father/son

MEXORC

This was an "off year" for MEXORC — only seven boats turned up; only one American boat went down (Les Crouch's N/M 68 *Maverick*); and, most tragic of all, Pat Farrah wasn't there, so there wasn't an Intergalactic Bikini Ping-Pong Tournament. "Somehow, we managed to have a lot of fun anyway," said sailmaker John Gladstone.



LATITUDE/RICHARD

Express 37s off the breeze in the StFYC Spring One Design invitational.

The series followed the same format as last year, beginning and ending in Manzanillo, with a side excursion up to Careyes thrown in mid-week. Longtime MEXORC promoter Rogelio Partida sailed *Saeta*, a N/M 41 sistership to Dennis Conner's old *Reliance* and a past overall MEXORC winner, to overall honors against the depleted fleet. *Maverick*, a 70-rater Goliath in a fleet of 31-33 foot rating Davids, didn't have a prayer of correcting out over the smaller boats, though they did manage to win one race. *Maverick* was steered by Earl Elms, an old Snipe hand; Tom Leweck navigated; and ocean veteran Bob Dickson, the only American to sail in all 13 MEXORCs, was among the crew.

"Next year's MEXORC will be the biggest and best ever," promised Gladstone.

1.) *Saeta*, N/M 41, Rogelio Partida, 13.5 points (2,4,1,1,4,2); 2) *Volare*, Peterson 43, Antonio Elias, 19 (3,3,3,3,3,4); 3) *Sidewinder*, R/P 43, Aaron Saenz, 20.75 (1,2,2,6,5,5); 4) *Plet Heln*, Peterson 40, Roberto Vulling, 22.5 (5,6,6,4,1,1); 5) *Iemanja*, N/M 40, Jorge Escalante, 24 (4,5,5,5,2,3); 6) *Maverick*, N/M 68, Les Crouch, 26.75 (6,1,4,2,7,7); 7) *Kahue*, Peterson 10 Meter, B. Eneko, 40 (7,7,7,7,6,6). (7 boats)

One Tons: Slip Sliding Away

The party's over for One Ton racing

in this country, if participation at the March 8-12 One Ton NA's in Miami is any indication. Only four 30.55 raters bothered to show up for the formerly hotly-contested seven race USYRU championship event, which was won going away by Bruce MacLeod's aging Judel/Vrolijk 40 *Skye Hie* (formerly the German Admiral Cupper *Outsider*). *Skye Hie*, which sailed on the Bay in '86 with mediocre results, pounded the paltry fleet with six bullets and a second.

One Ton racing on the West Coast isn't much healthier. After the Worlds, the fleet scattered: *Skedaddle* was sold to Chile, *Bodacious* is off on a world tour (see Race Notes); *Bravura* is still chasing the Big Time and will be over in Europe all summer; and almost every remaining One Tonner we can think of is for sale. When the music's over, turn out the lights...

Results of the One Ton NAs: 1) *Skye Hie*, J/V 40, Bruce MacLeod, Rye, NY, 6.5 points; 2) *Full Tilt Boogie*, J/V 40, Brendan & Pam Kelley, Newport, RI, 19.75; 3) *Gunsmoke*, G&S 40, Dave Marlow, St. Petersburg, Fla., 21; 4) *Amazing Potato*, J/V 40, Peggy & Lyn Comfort, Rye, NY, 21 points.

StFYC Spring Invitational

St. Francis YC held their annual spring one-design invitationals last month, providing 183 boats in 15 classes what

some of the best cityfront racing of the year. Participation in these regattas, held over the first three weekends in March, was way up this year — reflecting perhaps a trend away from handicap racing and back to one-design. As usual, St. Francis did a first class job of running the regattas and the shoreside festivities.

As can be expected at this time of year, conditions ranged between midwinter drifting, such as at the Spring Keel, to beautiful sunny days of moderate westerlies, like the last day of the One Design regatta. The racing was intense, but uneventful — with the exception of an incident involving the Etchells 22 fleet interfering with commercial traffic (see Sightings).

StFYC Spring Keel

ETCHELLS 22 — 1) UltraViolet, Don Jesberg/Rob Anderson, StFYC, 3.75 points; 2) *Boxes*, Duane Hines, StFYC, 8; 3) *Dejavu*, Chris & Phil Perkins, StFYC, 8.75; 4) *Entrophy*, Vito Bialla, SFYC, 9; 5) *600*, Hank Easom/Chuck Mohn, StFYC, 12. (22 boats)

EXPRESS 27 — 1) *EI Raton*, Ray Lotto, StFYC, 3.75 points; 2) *Desperado*, Mike Bruzzone, RYC, 5; 3) *Salty Hotel*, Mark Halman, RYC, 6; 4) *Locomotion*, Ted Morgan/John Amen, RYC, 8.75; 5) *Bessie Jay*, Monroe Wingate, StFYC. (17 boats)

J/24 — 1) *Satanic Nurses*, Rod Cook/Keith Milne, StFYC, 1.5 points; 2) *American Beauty*, Ray Delrich, StFYC, 5; 3) *The Gift*, Matt Taylor, StFYC, 9; 4) *Poultry In Motion*, Chris Kelly, RYC, 13; 5) *Lester Polyester*, Mike Diepenbrock, CYC. (24 boats)

J/29 — 1) *Smokin' J*, Don Trask, StFYC, 2.75 points; 2) *Kanda*, Gene O'Hagen/Rob Cooper, StFYC, 4.75; 3) *Jouvert Mornin*, John Arndt, CSC, 5. (6 boats)

SOLING — 1) *Wizard*, Andy Carson, SCYC, 7.75 points; 2) *Incision*, Ken Grayson, SFSB, 11.75; 3) *Mach Two*, Gilbert Smith, SCYC, 13. (10 boats)

StFYC Spring Dinghy

505 — 1) *Rawhlde*, Jeff Miller, RYC, 8.5 points; 2) *Urban Cowboy*, David Shelton, StFYC, 10.75; 3) *No Name*, Jim Maloney, RYC, 10.75; 4) *No Name*, Rick Rattray, StFYC, 11.75; 5) *Wowie*, Howard Hamlin, NHYC, 13. (19 boats)

INTERNATIONAL 14 — 1) *Carbon Copy*, Steve Toschi, NoYC, 3 points; 2) *No Name*, Allison Jolly, ABYC, 10; 3) *Showtime*, Ron Boehm, SBYC, 14; 4) *No Name*, Alan Laflin, StFYC, 14; 5) *No Name*, Tom Wondolleck, EYC, 16. (11 boats)

SNIPE — 1) *No Name*, Rich Bergsund, SFYC, 5.5 points; 2) *Oh Oh*, Packy Davis, StFYC, 5.75; 3) *Solo*, Roland Vandemer, StFYC, 10.75; 4) *Wheaties*, Warren Wheaton, StFYC, 12.75; 5) *Silme*, John Kelly, RYC, 18. (10 boats)

THE RACING

StFYC One Design

EXPRESS 37 — 1) **Pazzo Express**, Ted Wilson, StFYC, 2.25 points; 2) **Ringmaster**, Leigh Brite, RYC, 9; 3) **Spindrift**, Larry Wright, RYC, 13. (8 boats)

ISLANDER 36 — Protest pending. (6 boats)

SANTANA 35 — 1) **Excalibur**, Byron Mayo, EYC, 5.75 points; 2) **Sweii Dancer**, Jim Graham, MYCO, 7; 30 **Dream Machine**, John Altken, StFYC, 16.75. (11 boats)

OLSON 30 — 1) **Think Fast**, Albert Holt, MYCO, 3.5 points; 2) **Version Girl**, Chris Maas, 14.75; 3) **Bottom Line**, Tony Pohl, EYC, 20. (11 boats)

NEWPORT 30 — 1) **Arriba**, Ed Thomson, SFYC, 14.75 points; 2) **Topgallant**, Frank Hinman, SFYC, 16.75; 3) **Harry**, Dick Aronoff, StFYC, 20. (11 boats)

TARTAN 10 — 1) **Finest Hour**, Dennis Deisinger, StFYC, 8.75 points; 2) **QE3**, Dick Bates, SFYC, 11.75; 3) **Waverunner**, Krawiec & Campbell, IYC, 12. (5 boats)

ETCHELLS 22 — Protest pending. (12 boats)

Big Daddy Regatta

See page 138 ("Off to See the Wizard") for the lowdown on this year's Big Daddy extravaganza. The top three boats in each class follow:

DIV. A — 1) (tie) **Jazz**, Beneteau One Ton, Rod Park, and **Bravura**, Farr One Ton, Irv Loube, 2.75 points; 3) **Leading Lady**, Peterson 40, B.D. Klein, 8. (7 boats)

DIV. B — 1) **Slithergadie**, J/35, John Niesley, 2.75 points; 2) **Ram**, J/35, Bob MacFie, 3.75; 3) **Dragon**, J/35, Rich Morse, 5. (7 boats)

DIV. C — 1) **One Eyed Jack**, Express 37, Jim Svetich, 2.75 points; 2) **Ringmaster**, Express 37, Leigh Brite, 3.75; 3) **Re-Quest**, Express 37, Glenn Isaacson, 7. (9 boats)

DIV. D — 1) **No Name**, J/33, J. Magri/D. Trask, 1.5 points; 2) (tie) **National Biscuit**, Schumacher 35, Colin Case, and **Surefire**, F-3, Jon & Matt Carter, 5. (9 boats)

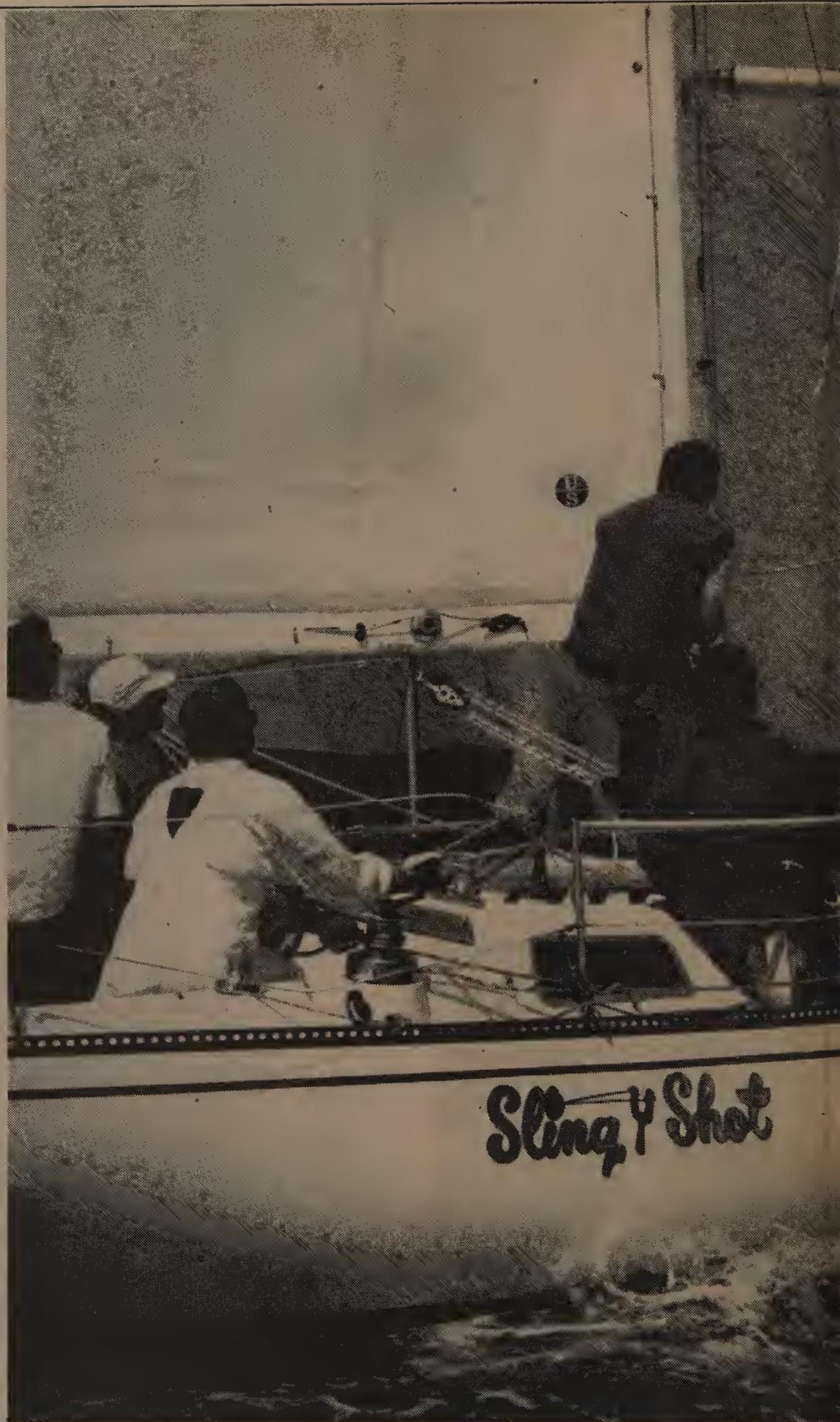
DIV. E — 1) **Bottom Line**, Olson 30, T. Pohl/D. Kettenhofen, 1.5 points; 2) **Bloody Mary**, SC 27, Franz Klitz, 5; 3) (tie) **Impulse**, Olson 30, Barry Daniell, and **Hot Flash**, SC 27, Regine Boysen-Yee, 8 points. (6 boats)

DIV. F — 1) **Ozone**, Olson 34, Carl Bauer, 2.75 points; 2) **Expeditious**, Express 34, Bartz Schneider, 3.75; 3) **Harp**, Catalina 38, Mike Mannix, 7. (7 boats)

DIV. G (J/29) — 1) **Power Play**, Peter Cunningham/Bill Dana, 7.75 points; 2) **Jouvert Mornin'**, John Arndt, 12.75; 3) **Sail Tahoe**, Bill Glass, 14. (10 boats)

DIV. H — 1) **Echo**, Wylie 34, George Kaskaden, 9.75; 2) **Screamer**, Capo 30, Dick Horn, 11; 3) **Annaise**, Wylie 34 mod., Paul Altman, 12. (8 boats)

DIV. I (Express 27) — 1) **Summer Palace**, Greg Paxton/Mike Schaumburg, 21.75 points; 2)



Desperado, Mike Bruzzone, 23; 3) **Salty Hotel**, Mark Halman, 24. (17 boats)

DIV. J — 1) **Witching Hour**, Olson 25, Keith Moore, 12.75; 2) **Anna Banana**, Moore 24, Joe Durrett, 14; 3) **Mercedes**, Moore 24, Joel Verutti, 15. (9 boats)

Congressional Cup
Rod Davis, an American expatriate

Congressional Cup action: Rod Davis and his Kiwi crew sailed flawlessly to claim the coveted Crimson Blazer.

living in New Zealand, won the 25th Congressional Cup with a perfect 9-0 record, thereby becoming the first person ever to win this gem of the match racing circuit three times. Previously, Davis won in



TOM WITHERSPOON

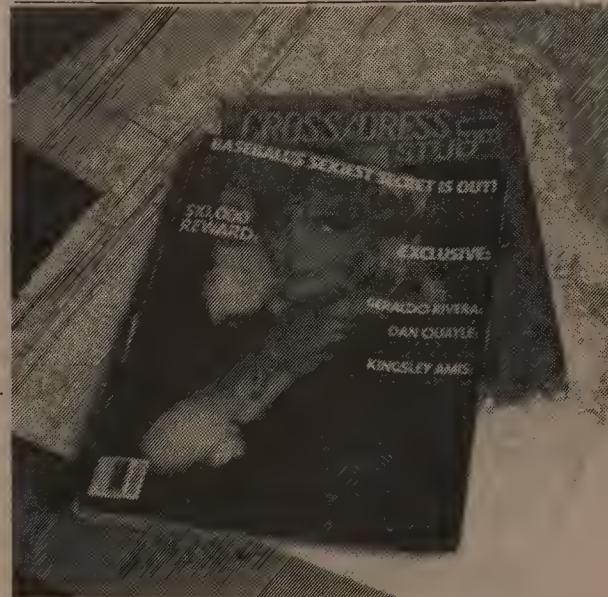
Kiwi crew (which included New Zealand helmsman David Barnes) won only two of nine starts, but through boatspeed and stellar boathandling sailed away with a convincing win.

The event, sailed in Catalina 38s, was held between March 13-18 at the Long Beach YC. Last year's winner, Peter Gilmour, came in second in the moderate air 45-race series with a 7-2 record.

1) Rod Davis, Royal New Zealand Yacht Squadron (NZ), 9-0; 2) Peter Gilmour, Royal Perth YC (Australia), 7-2; 3) Peter Isler, San Diego YC, 6-3; 4) John Bertrand, St. Francis YC, 5-4; 5) John Shadden, Long Beach YC, 5-4; 6) Eddie Owen, Hollyhead Sailing Club (England), 4-5; 7) Dave Perry, Pequot YC, 4-5; 8) Makoto Namba, Nippon Ocean Racing Club (Japan), 3-6; 9) Bill Lynn, American YC, 1-8; 10) Steve Steiner, Long Beach YC, 1-8.

Champion of Champions

The Berkeley/Metropolitan YC midwinters officially ended on Saturday, March 25, with the elite Champion of Champions



You can find some pretty interesting literature in the chart tables of offshore racing boats...

Race, a pursuit race among the class winners of the four-race midwinter series. Only 16 out of the 25 invited winners showed up to race an 8.8-mile triangle, windward, leeward course on the Berkeley Circle in beautiful sailing conditions.

This year's BYC/MYCO champion was Gene Harris' Wylie Wabbit Ricochet, which held off Kame Richards' Express 27 Frog in French to win by 59 seconds. The rest of the fleet stacked up as follows:

3) Advantage, J/29, Pat Benedict; 4) Think

FINAL MIDWINTER RACE RESULTS

Corinthian YC

PHRF I (0-95) — 1) Ringmaster, Express 37, Leigh Brite, 12 points; 2) Hana Ho, SC 50, Rolfe Croker, 12.75; 3) Leading Lady, Peterson 40, Bob Klein, 16. (17 boats)

PHRF II (96-119) — 1) Sea Peptide, Express 34, Fred Voss, 5.5 points; 2) Ozone, Olson 34, Carl Bauer, 15; 3) Wild Goose, Nordic 40, Jim & Sue Corenman, 21. (12 boats)

PHRF III (120-149) — 1) Limelight, J/30, Harry Blake, 10.5 points; 2) Screamer, Capo 30 mod., Dick Horn, 10.75; 3) Finest Hour, Tartan Ten, Lambert Thom, 16.75. (10 boats)

PHRF IV (150-191) — 1) Ten Years After, Moore/Schumacher, Schumacher 26, 11.75 points; 2) El Gavilan, Hawkfarm, Jocelyn Nash, 12.5; 3) Animal Farm, Rod Phibbs, 13. (16 boats)

PHRF V (192-up) — 1) Neji, Thunderbird, R.W. Jenson, 5.25 points; 2) Fury, Farr 727, Lon Woodrum, 14; 3) Toots, Thunderbird, Curtis King, 14.75. (17 boats)

NON-SPINNAKER — 1) Zephyr, Cal 2-27, Bruce Nesbit, 8.75 points; 2) Aotele IV, Cal 20, Julian Barnett, 10.5; 3) Salacious Crumb, Cal 20, Reid Casey, 14.75. (10 boats)

ULTRA-LIGHT — 1) Salty Hotel, Express 27, Mark Halman, 12 points; 2) Impulse, Olson 30, Barry Daniel, 17.75; 3) Think Fast, Olson 30, Albert

Holl, 19.50. (17 boats)

ETCHELLS — 1) Mr. Natural, Bill Barton, 8.25 points; 2) Libra II, John Dreyfous, 10; 3) Lestat, Joe McCoy, 16. (7 boats)

IOD — 1) Bolero, George Degnan, 4.25 points; 2) Whitecap, Tom Allen, 10.75; 3) Accounts Payable, Richard & Mark Pearce, 12. (5 boats)

KNARR — 1) Wintersmoon, Bryan Kemitzer, 4.25 points; 2) Huck Finn II, George Sayre, 13; 3) Gannet, Bob Thalman, 16.75. (8 boats)

SOLING — 1) QRP, Jim Bitter, 5.25 points; 2) Second Edition, Mark Murray, 10.75; 3) Olive Oil, Kevin Reilly, 20. (13 boats)

(4 races, no throwouts)

Golden Gate YC

IOR — 1) Jazz, Beneteau One Ton, Rod & Malcolm Park, RYC, 4.88 points; 2) Leading Lady, Peterson 40, Bob Klein, RYC, 9.75; 3) Camouflage, Frers 45, Al Schultz/Norman Davant, SFYC, 13.38. (11 boats)

PHRF I — 1) Punk Dolphin, Wylie 39, Jon Livingston, RYC, 3.50 points; 2) Re-Quest, Express 37, Glenn Isaacson, SFYC, 7; 3) Wave Runner, Liffe 48, Lon Price, RYC, 12.75. (15 boats)

PHRF II — 1) Yucca, 8 Meter, Hank Eason, SFYC, 3.50 points; 2) Gemini, Baltic 38, Dave Fain, BYC, 10.75; 3) Svendie, Sloop, Svend Svendson,

1981, when he represented Long Beach YC, and in 1985, when he sailed for Newport Harbor YC. Six other sailors have won the C-Cup twice (J.G. Driscoll, Argyle Campbell, Dennis Conner, Dick Deaver, Dennis Durgan and Dave Perry).

Sailing this time for the Royal New Zealand Yacht Squadron, Davis and his

THE RACING

Fast, Olson 30, Albert Holt; 5) **Snow Job**, J/24, Bob Richards; 6) **Eian**, Express 27, Steve Lake; 7) **Loose**, Custom 24, Jerry Fisher; 8) **Risque Business**, Soverel 33, Karen Anderson; 9) **No Name**, SC 27, Dave Pddy; 10) **McDuck**, Olson 29, Peter MacLaird; 11) **Anemone**, Santana 22, Hank Lindemann; 12) **Bad Dog**, J/22, John Walker; 13) **Sybaris**, Santana 22, Mike Wilson; 14) **Freyja**, Catalina 27, Larry & Doug Nelson; 15) **Caholote**, Merit 25, Ron Magoon; 16) **Toots**, Thunderbird, Curtis King.

Beer Cans... Already?

Daylight savings time is upon us, which can only mean one thing — time to start taking the boat out for those after-work twilight sails. And if you enjoy a little structure to your sails, not to mention lots of company and maybe even a little competition, why not enter one of the many casual "beer can" series which start next month around the Bay? They're all low-key, fun deals — perfect for tuning up the boat and crew, trying new things, and of course hoisting a few cold brewskis as the sun goes down.

To be honest, we meant to list all the upcoming Tuesday, Wednesday and Friday night series on the Bay (we think there are



The Whitbread maxi *Merit* (as in cigarettes) literally peels her name and logo off before regattas that don't allow advertising.

at least a dozen). For various lame reasons we fell far short of our intentions. Next month, however, we'll hopefully round up the rest of these "sunset series" and begin running them in *The Calendar*. Drop us a line if your yacht club's beer can series doesn't appear below — we promise to

include it in the May issue.

CORINTHIAN YC — 4/21, 4/28, 5/5, 5/12, 5/19, 5/26, and so on through 9/1. Fred Borgman, 435-2777.

ENCINAL YC — 4/28, 5/12, 5/26, 6/9, 6/23 (first half). Shirley Temming, 521-0966.

GOLDEN GATE YC — 5/12, 5/19, 6/2, 6/9, 6/16, 6/23 and all Fridays in

FINAL RACE RESULTS — CONT'D

15. (16 boats)

SANTANA 35 — 1) **Swell Dancer**, Paul Rosenthal, BYC, 7.75 points; 2) **Wide Load**, Samuel Bonavich, MYCO, 9; 3) **Flexible Flyer**, Mike Creazzi, SFYC, 9.75. (7 boats)

PHRF III — 1) **Gammon**, Tartan 10, Randy Broman, SCC, 9 points; 2) **Finest Hour**, Tartan 10, Lambert Thom, StFYC, 10; 3) **Louise**, Etchells 22, Bill Erkelens, 10.75. (13 boats)

PHRF IV — 1) **Anna-Banana**, Moore 24, Joe Durrett, NPYC, 5.75 points; 2) **George**, Olson 25, Steve Roberts/Greg Palmer, 7.75; 3) **Wanderlust**, Ericson 35, Bruce Munro, StFYC, 15.75. (17 boats)

PHRF V — 1) **Boog-a-loo**, Cal 29, Nancy Rogers, SFYC, 4.50 points; 2) **Snow Goose**, Santana 30, Ted Mattson, SYC, 8.75; 3) **Wahope II**, Newport 30, Walt Wilson, StFYC, 14. (11 boats)

IOD — 1) **Bolero**, George O'Donnell, RYC, 3.50 points; 2) **Whitecap**, Tom Allen, StFYC, 5.75; 3) **Assagai**, Fin Heer, StFYC, 11. (8 boats)

PHRF VI — 1) **Freyja**, Catalina 27, Ray Nelson, RYC, 3.50 points; 2) **Jambalaya**, Ranger 26, John Rivlin, GGYC, 8; 3) **Toots**, Thunderbird, Curtis King, 16.75. (18 boats)

KNARR — 1) **Red Witch**, Craig McCabe, StFYC, 1.50 points; 2) **Lord Nelson**, John Jenkins, StFYC, StFYC, 6; 3) **Peer Gynt**, Kjell Skaar, CYC, 7. (8 boats)

FOLKBOT — 1) **Thea**, Tom Reed, IYC, 1.50 points; 2) **Windy**, Bill Dumoulin, CSC, 5; 3) **Freya**, Evie Ashcroft, CSC, 6. (6 boats)

(3 races, no throwouts)

Metropolitan YC

SATURDAY SERIES:

PHRF A (0-144) — 1) **Expeditious**, Express 34, Bariz Schneider, SFYC, 5.5 points; 2) **Miss Conduct**, Olson 29, Tom Mason, SSC, 13.75; 3) **Bloom County**, Mancebo 31, Carl Orndorff, SeqYC, 17. (12 boats)

PHRF B (145-168) — 1) **Zot!!**, Choate 27, Robert Hrubes, CSC, 7.75 points; 2) **Fast Freddie**, Olson 25, Jack Adam, BYC, 12.75; 3) **Magic Jammies**, Wavelength 24, Charles Witcher, RYC, 18. (16 boats)

PHRF C (169-186) — 1) **Summertime Dream**, Schumacher 26, Corry Cook, CSC, 8.5 points; 2) **Shareholder**, Hyper 20, Gary Albright, RYC, 12; 3) **Grand Slam**, Cal 29, Fred Minning, IYC, 12.75. (12 boats)

PHRF D (187-198) — 1) **Toots**, Thunderbird, Curtis King, GGYC, 15.75 points; 2) **Second Wind**, Thunderbird, Mark Simmers, GGYC, 18; 3) **Huffin**, Cal 2-27, Jerry Olson, RYC, 22.75. (13 boats)

PHRF E (199-up) — 1) **Cinnabar**, Cal 25, Ed Shirk, BYC, 14.75 points; 2) **Hawk**, Alberg 30, Wren

& Steve Collins, NoYC, 18.5; 3) **Banjo**, Ranger 23, Burn-Callander/Simon, CSC, 19. (12 boats)

ISLANDER 36 — 1) **Prima Donna**, Eric Warner, RYC, 10.5 points; 2) **Grumpy Dog**, Cyndy Hessenbruch, StFYC, 10.75; 3) **Blockbuster**, Bruce Block, SFYC, 17. (8 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman, SFYC, 11.5 points; 2) **Achates**, Bill Schultz, BYC, 14; 3) **Mintaka**, Gerry Brown, PAYC, 16. (11 boats)

OLSON 30 — 1) **Think Fast**, Albert Holt, MYCO, 11 points; 2) **Killer Rabbit**, Bill Coverdale, StFYC, 14; 3) **Saint Anne**, Dick Hedeman, IYC, 16.5. (12 boats)

J/29 — 1) **Advantage**, Pai Benedict, MBYC, 8.5 points; 2) **JC & Me**, Paul Covec, NoYC, 12.75; 3) **Spot**, Tom Fancher, NoYC, 16.75. (7 boats)

SC 27 — 1) **No Name**, Dave Pddy, NoYC, 12 points; 2) **Bloody Mary**, Franz & Mary Klitz, RYC, 13.5; 3) **Dynaflow**, Mark & Matt Dini, SCYC, 14. (8 boats)

EXPRESS 27 — 1) **Frog In French**, Kame Richards, RYC, 16.5 points; 2) **Abigail Morgan**, Ron Kell, CYC, 19; 3) **Salty Hotel**, Mark Halman, RYC, 25.75. (25 boats)

MERIT 25 — 1) **Caholote**, Ron Magoon, OYC, 12.75 points; 2) **Chesapeake**, Jim Fair, BYC, 13.75; 3) **Twilight Zone**, Paul Kamen, CSC, 17.75. (8 boats)

August through Sept. 1. GGYC, 346-BOAT.

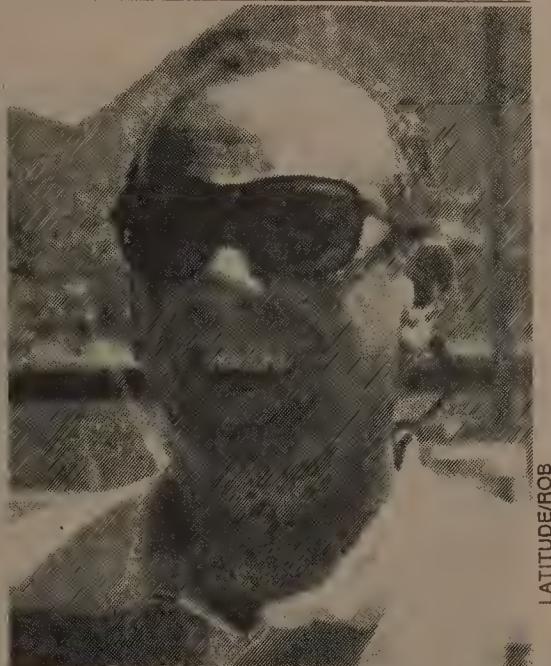
SAUSALITO CRUISING CLUB — 5/19, 6/2, 6/16, 6/30 (first half). Robert Kowolik, 331-8964.

SAUSALITO YC — 4/25, 5/9, 5/23, 6/6, 6/20 (first half). Peter Gibson, 331-2277.

Race Notes

Miami nice: local talents **Brady and Bryant Sih** came out top guns at the 470 midwinters in Miami on March 2-4. The Novato students (Bryant's in college; Brady's in high school), only won one race out of seven, but sailed consistently in the top five. Morgan Reeser and the Bay Area's Zack Berkowitz were the runner-up team. This was an important victory for the Sihs: the series counts about 70% in determining who gets to represent the U.S. at the Worlds in Japan next August. Could this be Brady and Bryant's first step towards an Olympic berth in 1992?

Racing in the Cabo Race can change a guy. Take sailmaker **Steve Taft**, for instance, who shaved his bushy trademark mustache off the morning after Mongoose



LATITUDE/ROB

Steve Taft, sporting his new low windage look after the Cabo Race.

pulled into Cabo. Why did "Bone" do it? To see his upper lip for the first time in 17 years? To save weight on the boat? (And what will he do after the TransPac?) Anyway, look closely at the accompanying photograph: it's a sight you may never see again. "My wife Lyle took one look at me and demanded that I start growing it back," laughed Taft.

What if they gave a regatta and no one came? The 1989 Audi Southern Ocean

Racing Circuit (**SORC**), held between February 26 and March 6 in Florida, continues to disintegrate numbers-wise despite Audi's sponsorship and a shortened format. Over 50 boats participated in various races of the 13-day, 7-race event, but only 8 (down from 11 last year) completed the whole circuit. Winners were, as expected, Bob Towse's Connecticut-based J/V 43 *Blue Yankee* in IOR; *Elad*, a local N/M 45 in PHRF; and *Rumours* (ex-*Evergreen*), a N/M 45 from Marblehead, Mass., in IMS.

One race that's doing just fine, thank you, is the **TransPac**. Race Chairman Phil Mutray tells us that 57 requests for invitations have been received so far. The TransPac YC will be sending out their invitations shortly, and the deadline for completed applications and entry fees is May 1. "We expect to approve most all of the requests, which means we'll end up with 50-some boats," said Phil. "We're expecting 21 sleds (22 if *Kathmandu* gets put back together), including two from Japan, *Marishiten* and *Rocinante* (ex-*Charley*). About a dozen Northern California boats are planning to compete in

FINAL RACE RESULTS — CONT'D

J/24 — 1) Knots, John Notman, StkSC, 27.75 points; 2) Snow Job, Bob Richards, NoYC, 29; 3) Grinder, Jeff Lufkin, NoYC, 30. (33 boats)

SANTANA 22 — 1) Sybaris, Mike Wilson, NoYC, 8.5 points; 2) Anemone, Hank Lindemann, EYC, 14; 3) Buffalo Honey, Lou Field, IYC, 15.75. (9 boats)

(4 races, no throwouts)

SUNDAY SERIES:

PHRF I (0-129) — 1) Risque Business, Soverel 33, Karen Anderson, IYR, 2.25 points; 2) Think Fast, Olson 30, Albert Holt, MYCO, 11; 3) White Knuckles, Olson 30, Daniel Benjamin, MPYC, 12. (9 boats)

PHRF II (130-165) — 1) Loose, Custom 24, Jerry Fisher, NoYC, 5.75; 2) Zott!, Choate 27, Robert Hrubes, CSC, 11; 3) No Name, Star, Doug Smith, NoYO, 11.75. (14 boats)

PHRF III (166-168) — 1) Snow Job, J/24, Bob Richards, NoYC, 4.5 points; 2) Roadhouse Blues, J/24, Ray Williams, NoYC, 7.75; 3) Twilight Zone, Merlin 25, Paul Kamen, CSC, 12. (9 boats)

PHRF IV (169-195) — 1) Bad Dog, J/22, Johnny Walker, SSC, 4.5 points; 2) Grand Siam, Cal 29, Fred Manning, IYC, 4.75; 3) Antares, Islander 30 Mk. II, Larry Telford, BYC, 8. (8 boats)

PHRF V (196-207) — 1) Freyja, Catalina 27, Larry & Doug Nelson, RYC, 3.5 points; 2)

Temptation, Cal 2-27, Rollye Wiskerson, RYC, 10; 3) Con Carino, Cal 2-27, Gary Albright, RYC, 12. (15 boats)

PHRF VI (208-up) — 1) Jubilee, Ariel, Don Morrison, RYC, 4.5 points; 2) Naressia, Coronado 25, Bobbi Tosse, BYC, 6; 3) Cinnabar, Cal 25, Ed Shirk, BYC, 12. (11 boats)

OLSON 29 — 1) McDuck, Peter MacLaird, MBOY, 4.5 points; 2) Tsiris, Dan Nitake, NoYC, 7; 3) No Name, Rodrigo Leon, SCYC, 10. (6 boats)

EXPRESS 27 — 1) Elan, Steve Lake, RYC, 2.25; 2) Frog In French, Sally Richards, RYC, 10; 3) Mantis, Rich Toffe, NoYC, 12. (8 boats)

OLSON 25 — 1) Dog Lips, Bruce Bates, NoYC, 6.75; 2) Pearl, Bill Riley, SYC, 7.75; 3) No Name, Bill Thurman, EYC, 12.75. (14 boats)

WABBIT — 1) Ricochet, Gene Harris, EYC, 8.5 points; 2) Mr. McGregor, Kim Desenbury, RYC, 10; 3) Tulawemia, Zane Working, NoYC, 13. (8 boats)

SANTANA 22 — 1) Anemone, Hank Lindemann, EYC, 2.25 points; 2) Carlos, R. Bert Ward, RYC, 7; 3) Rude Boys, Frank Healy, RYC, 10. (7 boats)

(3 races, no throwouts)

Richmond YC Small Boats

INTERNATIONAL 14 — 1) Tom Wandolleck; 2) Julio Magni; 3) David Klipfel. (12 boats)

INTERNATIONAL CANOE — 1) Erich Chase; 2) Fran De Faymoreau; 3) Del Olson. (7 boats)

LASER — 1) Ed Bass; 2) George Pedrick; 3) John Hauser. (43 boats)

LASER II — 1) Matt McQueen; 2) Gary Bergeron; 3) Michelle Logan. (15 boats)

WABBIT — 1) Melinda Groen/Bill Erkelens, Jr.; 2) Jim Malloy; 3) Zane Working/Mark Harpainer. (7 boats)

SUNFISH — 1) Bob Cronin; 2) Bob Rutz; 3) D. Thompson. (5 boats)

SNIPE — 1) Pucky Davis; 2) Jim Grubbs; 3) Dick Loomis. (16 boats)

LIGHTNING — 1) Bruce Arnold; 2) Mark Barnes; 3) Mike Molina. (7 boats)

FIREBALL — 1) Vince McPeek; 2) Steve Vaczovsky; 3) Scott Roveropera. (7 boats)

505 — 1) Maloney/Sutton; 2) Edwards/Shelton; 3) Miller/Heckman. (23 boats)

FJ — 1) Tony Slocum; 2) Katherine Kipp; 3) Bernie Slabeck. (10 boats)

THISTLES — 1) Dean Iwashashi; 2) Mike Gillum; 3) Ron Smith. (11 boats)

(11 races, no throwouts)

Santa Cruz YC

DIV. I — 1) Animal House, Olson 30, Matt Lezin/Tom Akrop, 10.5 points; 2) Outrageous, SC

THE RACING



LATITUDE/ROB

"Twice Around" Ted Allison and two-year-old son Jake, a cool little guy who's already got 2,000 sea miles under him.

the June 30 classic, a race which big Al Schultz, owner of Camouflage, claims is "like locking yourself in the bathroom with half a dozen guys for two weeks."

Jazz, Rod and Malcolm Park's

Beneteau One Ton, was the overall winner of the Golden Gate YC Midwinter Regatta, at least the way we figure it. The deed for the **Manny V. Fagundes Seaweed Soup Perpetual Trophy** is apparently a nebulous thing, and yacht club officials are still puzzling over how to interpret it as we go to press. The problem has to do with Jazz finishing the last race on March 5 when no one else in contention for the MVFSSPT did, an event the deed didn't anticipate. Congratulations, Jazz... we think.

The Yachtsman of the Year, John Kostecki, has been putting in long hours of practice on the Bay for the Six Meter Worlds next August. John's been sailing the St. Francis YC 6-Meter, *St. Francis IX*, against near-sistership Port Douglas, driven by his sparring partner Russ Silvestri. John has apparently settled on a crew for the Worlds: Jim Barton (bow), Billy George and Hartwell Jordan (trimmers), and Mark Rastello (main). "Things are coming together," says John, understated as always.

Speaking of the StFYC, they'll defend the **San Francisco Cup** against rival San Francisco YC on May 20-21. The weapons for the five-race duel will be Santa Cruz



50s: StFYC will send Chuck Jacobson's *Allure*, more than likely driven by Chris Corlett, into battle against Rolfe Croker's *Hana Ho*, helmed by Jeff "Madro" Madrigali. Jimmy the Geek says this one could go either way.

Unsolicited plug of the month: We recently saw last summer's **Kenwood Cup** video for the first time, a 40-minute Phil Uhl/Leslie DeMeuse collaboration called *Racing Through Paradise*. We enjoyed it right from the start — an eerie underwater shot of a fin keel going through the water right above the camera. One of the many highlights of the video was an interview with Sausalito's **Scott Easom** as he stepped off *Bravura* after what turned out to be the final Hate the State Race in the history of mankind. "I'll never, ever, do another overnight race again, I swear," stated Scott emphatically, or words to that effect. We're pretty sure he meant it, but why not decide for yourself. It's a video worth checking out.

Our Whitbread Race correspondent, **John Jourdane**, recently left *The Card* and joined *Fisher and Paykel*, the Farr maxi ketch under the command of New Zealander Grant Dalton. John, who signed

FINALS — CONT'D

40, Rick Linkmeyer, 13.75; 3) Pacific High, SOB 30, Snyder/Olson/Bassano, 14.5; 4) Kabala, Olson 30, Jay Bennett, 19.75; 5) Variety Show, SC 27, Rob Schuyler, 26. (23 boats)

DIV. II — 1) Moorgasm, Moore 24, Morgan Larson, 7.75 points; 2) Snafu U., Moore 24, Tom Connerly, 16.75; 3) Valkyrie, Olson 25, Dick Duos, 26; 4) Adios, Moore 24, Dave Hodges, 27.75; 5) Pau Hana, J/24, Cliff McNamara, 33. (19 boats) (5 races, 1 throwout)

Sausalito Cruising Club

DIV. I (0-169) — 1) George, Olson 25, Steve Roberts, CSC, 5.25 points; 2) Hot Flash, J/30, George Kokalis, TYC, 7.75; 3) Sangwind, Farr 48, Jeraid Jensen, RYC, 7.75. (8 boats)

DIV. II (170-up) — 1) Smokey, Ranger 23, John Nelson, CSC, 12.5 points; 2) Perezoso, Excalibur 26, Denny Sargent, SCC, 12.75; 3) Ruckus, Newport 30 Mk. III, Paul Von Wiedenfield, PresYC, 13. (14 boats)

DIV. III (non-spinnaker) — 1) Amanda, Newport 30 Mk. II, Patrick Broderick, IYC, 7.5 points; 2) Inshallah, Santana 22, Shirley Bates, SYC, 7.75; 3) Shazam!, Santana 22, Bud Sandkula, IYC, 8.75. (7 boats)

TRITON — 1) Skye Mist, Paul Brent, CYC, 5.5 points; 2) Bolero, Ely Gilliam, BVBV, 6.75; 3)

Whisper, Ken & Nancy Schopp, SCC, 7.5. (5 boats) COLUMBIA CHALLENGER — 1) Shay, Rich Stuart, SCC, 5.5 points; 2) Osprey, Jim Adams, SCC, 7.75; 3) Rurik, George Gromeeko, LGYC, 8.75. (5 boats)

GOLDEN GATE — 1) Pajarita, Rob MacDonald, BVBC, 3 points (protest pending); 2) Sanderling, Bob Counts, SCC, 7.75; 3) Fledgling, Michael Bonner, BVBC, 12. (6 boats)

BEAR — 1) Smokey, Stephen Robertson, StFYC, 3 points; 2) Circus, Bob Jones, SCC, 10.75; 3) Little Dipper, Joe Bambara, SCC, 11. (9 boats) (5 races, 1 throwout)

Sausalito YC

DIV. A — 1) Camille, Stewart 42, Bill Permar, 4.25 points; 2) Riff-Raff, Santana 35, Jack Air, 11.75; 3) (tie) Gate Crasher, C&C 41, Oz West and PDQ-1, J/35, Bob Malloy, 14. (6 boats)

DIV. B — 1) (tie) Margo, Cal 2-27, George Adams and Royal Flush, Ranger 23, Dan Richard, 6.5 points; 3) Impulse, Cal 29, Floyd Rector, 16. (6 boats)

DIV. C — 1) Footloose, Vanguard 33, Scott Foote, 7.75 points; 2) Inshallah, Santana 22, Shirley Bates, 8.75; 3) Mistress, Taran 41, Larry Walters, 10.5. (8 boats) (4 races, no throwouts)



LATITUDE/JR

I-36s at the StFYC One Design regatta. Don't get caught watching from the breakwall this year: see the Crew List on page 146.

on as navigator of *F&P*, is now training with the boat in Auckland. "It's a heavy duty program," writes John. "We get up at 0530 six days a week and head for the gym. I'm the 98-pound weakling among a crew of Arnold Schwarzeneggers!" Jordane will pass through the West Coast sometime next month on his way to Philadelphia, where *F&P* will be shipped to prepare for the Newport, R.I. to Cork, Ireland race in June. We'll try to extract another Whitbread update from John soon.

Speaking of the Whitbread Race, Seattle's **Ted Allison** — one of only two American entries in the race — tells us he's still going full steam ahead in organizing his Whitbread project. "I hope to have my funding in place by next month," said 'Twice Around Ted', "and I'm currently looking at several possibilities for boats." Why more American boats don't enter the Whitbread Race is one of the great mysteries of life to us, right up there with how thermos bottles work.

Bodacious, Wayne Womack's San Francisco-based Farr 40, is currently "on

tour". According to crewmember **Dave Miller**, the boat sailed in mid-February's South America Cup (a big IOR and J/24 regatta) down in Brazil. They came in a close fourth in the six-boat One Ton class behind *Blaupunkt*, *Saga*, and *Prince Harald's Fram X*. (Sadly, *Black Jack*, the Brazilian Farr 40 which came here for the Worlds, didn't race — her owner died recently and the boat was apparently sold to Japan.) According to Miller, *Bodacious* is going "faster than before" with new North sails and titanium running rigging. The boat will get a new keel in Mallorca, replacing the current bulb keel, and then compete in May's One Ton Worlds in Naples. After that, the jet-setting crew will enter either the Admiral's Cup or sail around the Med a bit.

New lease on life: two beautiful racing boats, the Frers 45 **Golden Bear** (ex-*Braavura*) and the Schumacher 31 **Second Offense**, will soon be back on the high seas after collecting dirt in the parking lot at Richmond's Cal Coast Marine for the last few years. Both had become permanent fixtures on scenic Cutting Boulevard since they were donated to Cal and SFBSA, respectively, several years ago.

Golden Bear is now sailing out of the Berkeley Marina as part of the UC Aquatic Center's program, while Santa Barbara's Stewart MacDougal, who happens to be a cousin of former owner Colin Case, recently purchased *Second Offense*. MacDougal, who owned and campaigned a 50-ft Caulkins double-ender called *Zapata* many moons ago, will apparently move *Second Offense* to Nantucket this summer.

News from the **Maxi Circuit**: the relatively new Pedrick 83 *Sovereign* was the overall winner of the St. Thomas Maxi Series on February 27-March 5. Skippered by **Paul Cayard** — who's probably the best keelboat driver in the world these days — *Sovereign* used her long waterline to charge away from the eight-boat fleet upwind in the moderately breezy series. *Sovereign* won three of the five races in the regatta, finishing with 7.25 points. Following her were *Boomerang* (12.5), *Kialoa* (17), *Matador* (20), *Merit* (20), *NCB Ireland* (31), and *Milene V* (40).

TransPac updates: eight teams from a total of 52 inquiries have now paid their entry fee to compete in June 17th's **Race for Life**, a double-handed 2,300-mile yacht race/fundraiser from San Diego to Honolulu. Anyone interested in this race can call Sandy Purdon at (619) 222-0330. Meanwhile, the **Singlehanded TransPac**, though still 15 months away, has been generating a lot of interest. According to race chairman Peter Hogg, 34 prospective skippers have coughed up \$10 for the race information package. "All indications are that over 30 skippers will compete in the 1990 race, including entries from Australia and France," he says. If you're interested in getting the package, send a crisp Al Hamilton to Hogg at Box 1716, Mill Valley, CA 94942.

Over 40 boats in six divisions participated in the first two races of **Stockton Sailing Club's Spring Series** on March 11 and 18. Early leaders in each class follow: 1) Class A, *Faded Badley*, J/30, Dana Badley; 2) Midget 22-25, *Knots*, J/24, John Notman; 3) Columbia 5.5 Meter, *Chaos*, Jim Warfield; 4) Class B, *Veloce*, Cal 27, Ni Orsi; 5) Catalina 27, *Lyric II*, Paul Owings; 6) Class C, *Butter Cup*, Columbia Challenger, Steve & Jeff Nowak. Peggy Feakes is currently leading the club's Ladies Series with her Columbia 5.5 Meter US.

CHANGES

With reports this month from **Halcyon** in Nuevo Vallarta; **Gavotte** recovering in Mexico; **Carina** in Colombia; **Tempi** in Europe; **Atria** back from Hawaii; **Yankee Lady** in Truk Lagoon; **Leilani** in Mexico; **Sonoma of the Isles** in French Polynesia; and, **Cruise Notes**.

Miracle At Nuevo Vallarta

Halcyon — Westsail 43

**Jack & Jacquie Randall
(Woodland Park, Colorado)**

Miracle of miracles! Today, San Valentin and Dia de Amigos, also signaled the arrival of "the dredge", which has been anxiously awaited and tentatively scheduled to arrive every 15 days for the past 26 months, at Marina Nuevo Vallarta.

The Presidente Elias Calle arrived on the scene at dawn on Tuesday, February 14, amid no fanfare and little recognition — until pre-coffee-ed yachties were alerted by reports from shipmates that a "large vessel" seemed to be aground at the harbor entrance.

The self-loading dredge had spent the previous months in Marina Vallarta, also known as "The Pond". It was released from that dredging duty to save the few remaining cruising boats in Nuevo Vallarta from becoming landlocked by the shoaling of the harbor entrance. Nuevo Vallarta Marina has been a mainland Mexico favorite, where good water, electricity and

project would take no more than 10 days and result with 18 feet of water at mid tide. Before the dredging began, the shifty channel offered no more than five feet of water.

The 38 boats currently in slips at Nuevo Vallarta reflect the competition from Marina Vallarta. "The Pond" is only a short bus ride from town and a shorter dinghy ride from the Port Captain and the new Commerical Mexicana Supermarket. The possibility of becoming landlocked, missing scheduled departures and meetings with southbound buddies, has sent many Nuevo Vallarta tenants to the newer harbor or the free anchorage around the bend at La Cruz de Huanacaxtle.

So miracle of miracles, Dia de Amistad was brightened with the dredge hard at work and hot water in the showers. *Buen dia, buena sorte, no mas problemas?*

— jack & jacquie 2/14/89

Cruiser Cooperation & Goodwill

Gavotte - Cascade 29

**Don Ferrell & Gordon Chorley
(Portland)**

We'd like to bring to the attention of your readers an example of the cooperation and goodwill of that unusual social entity, the cruising fleet.

In September of last year, the two of us left Portland aboard the Cascade 29, **Gavotte**, for a winter cruise to Mexico. The two of us have a combined 30,000 miles of coastal and bluewater experience.

Despite our experience, in early December we suffered a major mishap in Bahia Santa Maria. After 48 hours of being anchored safely, the wind changed and our anchor dragged. We were awakened at 0230 by the boat grounding on a beach two miles across the bay!

As the boat pounded in the surf, the rudder shaft bent and the shaft housing was driven up through the bottom of the hull. The boat began taking on water faster than our pumps could remove it, and she settled uneasily on her side for the night, her fin keel and lee rail buried under the sand.

When daylight came the boat was high and dry. We used the first low tide to

COURTESY/HALCYON

The long-awaited dredge digging it at the entrance to Nuevo Vallarta. Can somebody tell us if they've completed the job?

occasional hot showers reward the payment of 20 cents/foot/month (12 cents during the nearly untenable summer months of June through October) for a berth.

As the Presidente Elias Calle began to dredge, the word was that the de-shoaling



pump the boat out, hacksaw the rudder off, and restore the integrity of the hull with thru-bolted plywood patches.

Once our plight became known to the cruisers in Santa Maria and Mag bays, people rallied to our aid. If they read this, they will recognize themselves, and we hope accept our thanks and public acknowledgement of their many extraordinary efforts and kindnesses.

One boat assumed the responsibility for coordinating VHF traffic, which was especially important during those first hours and days.

One boat was skippered by a mover and shaker who took charge of most of the logistics and all of the complex finances of the rescue.

Another skipper hiked numerous times around the beach to bring us hot tea and sandwiches. The same guy spent more time up to his waist in the sea than even we the victims.

Two boats in Mag Bay passed the hat, rented a truck with a gang of Mexican laborers, drove over to Bahia Santa Maria, and took charge of the off-loading of everything that could be removed from **Gavotte**. One of these skippers

IN LATITUDES



LATITUDE/ROB

Squid, the most common stowaway on the California to Cabo run. Healthy specimens run to about six inches.

subsequently made space on his boat for the storage of the gear, then powered back to Bahia Santa Maria to participate in the rescue and to re-load *Gavotte*. How a cruiser can find such space to accomodate that much extra gear beats me.

A Hatteras cruiser got on — and stayed on — his radio and alerted the U.S. and Mexican Coast Guards of our predicament. A U.S. Coast Guard plane subsequently overflew us. The Mexican Coast Guard sent a cutter into the bay, whose crew tried to pull us off with their whale boat. They also sent a diver down to check our hull and offered to take us aboard.

The same cruiser with the Hatteras provided hot showers, hot food, and a base of operations for the eventual refloating after three nights on the beach.

Another cruiser conceived of the technique (sideways, keel first) that finally got us off and into deep water.

When it was learned that cash in hand was needed to hire the shrimper to tow us off, cruisers from half a dozen boats, all

then barely known to us, came up with \$2,000 U.S.

Another cruiser gave us a 20-lb CQR of considerable sentimental value to replace our ground tackle that was damaged in the incident.

When we needed a strong tow line, one skipper handed over 120-feet of brand new 5/8" nylon line.

Many other cruisers dinghied over during our 60 hours on the beach to bring food, loan gear or to do anything in preparation of the big haul-off.

As for the haul-off itself, there must have been 20 helpers in the water — including several women — who were in the water for up to two hours. They heeled the boat over, hauled in cable from the shrimper, and pulled the stern around to position *Gavotte* for the pull.

When the *Cascade* was refloated and the cheering died down, there was one quiet guy who spent 90 minutes in the water under the boat retrieving all the hardware we'd attached below the waterline.

Also helping were the people who organized the beach party celebration that night; they provided more food than the

fleet could eat.

The ham radio operators on the maritime nets, through whom much traffic was passed during the weeks our predicament lasted, were a great help. Thank heavens we both got our American General Class tickets and Mexican reciprocal licenses before leaving San Diego.

When you have a damaged hull, no rudder, and no repair facilities within 400 miles, your troubles don't end with being refloated. It was 30 days before we were able to get underway again. The boats that stopped by our temporary repair center in Puerto San Carlos were terrific. Their company, comfort and hot meals — especially over Christmas and New Years when the skipper was onboard alone for several weeks (the crew having been loaned to a short-handed boat going south), were appreciated more than they'll



LATITUDE/RICHARD

Without the help of friends, '*Gavotte*' might have ended up looking no better than the remains of this Mexican cruiser.

ever realize.

The same is true for those who gave fiberglass, epoxy, 100V grinding equipment, and many hours of labor to get the rudder housing glassed back into the hull at Bahia San Carlos. We had all the repair materials

CHANGES

aboard, but you have no idea how your spares get ruined when a boat fills with seawater and sand.

Thanks also go to Yacht Constructors of Portland, builders of the Cascade line. They fabricated a new rudder assembly in record time. Two friends, one a Mexico cruiser last year, the other a diver, put the rudder in a car and drove from Portland to Puerto San Carlos. The diver installed the new rudder from underneath the boat (which was pitching wildly in the anchorage), eventually enabling us to continue on to La Paz for haulout, survey and replacement of stores lost in the stranding.

Inevitably in an account such as this, the efforts of some are not specifically mentioned. To them we offer our apologies. Their work was sincerely appreciated and we know they'll realize that in stressful situations such as ours, total recall is not possible.

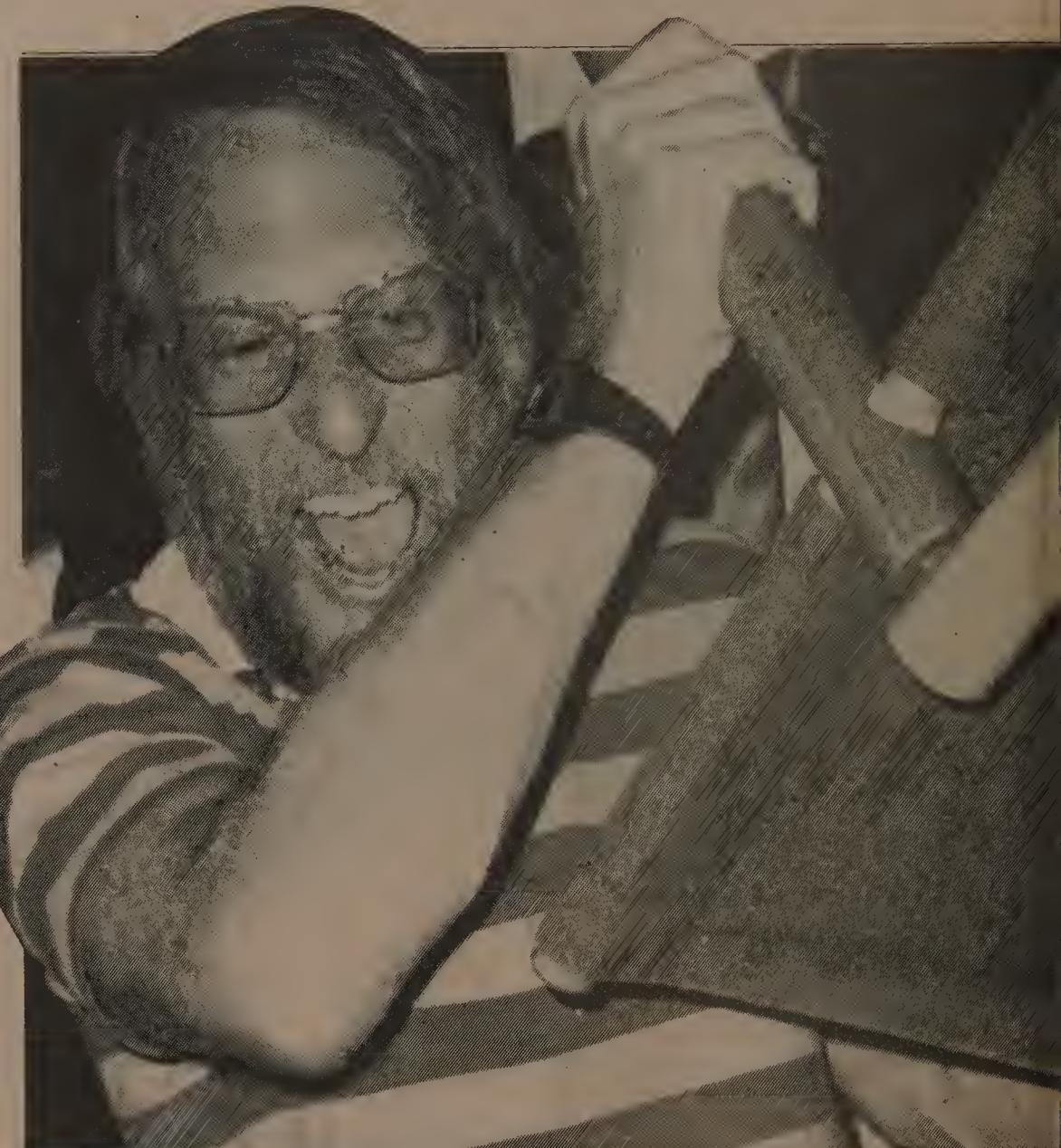
Without the enthusiasm and emotional and material support of all these cruisers, we would have fared much worse. It's a real pleasure to acknowledge these people publically. When you sail away from the security of the United States, you'd better be prepared to be self-reliant. However, it's good to know that when the end-product hits the fan, and you as individuals are overwhelmed, that the fleet out there recognizes the interdependence of us all and comes through. It's a superlatively good feeling.

Thanks to all of you. We hope you'll never need us the way we needed you. But if you do, there's two men you can count on for sure.

Before leaving San Diego we purchased hull and liability insurance from ASMEX through Long & Clark insurance brokers. We are presently negotiating with that company for reimbursement of expenses incurred getting the boat to La Paz and for replacement of personal and boat gear lost or damaged. We'll let you know what happens with that.

— gordon & donald 2/17/89

Gordon & Donald — We're very interested in how things turn out with regard to your claim with ASMEX, the Mexican insurance company. One cruising couple that lost their ASMEX-insured boat late last year has experienced substantial



Memories were made of this. Dr. Bob, Race, Week Urologist, energetically examining a director's chair.

frustration in trying to collect. We're told they should have their money in a few days — but we'll have to wait to be certain, because they've been promised the money a number of times already.

We're told that their's is a unique case and that ASMEX, Mexico's largest financial institution has a good record in paying claims. Please let us know what your experience is.

Carina — Valiant 40 C. Howard & Joyce Stevens Mexico to Colombia (Huntington Beach)

Do you remember us? We met at Baja Haha Sail Week in 1985 aboard Amistad. We raced our Brigadoon to third place and were hosts to Dr. Bob and his son. We've been remiss in not writing sooner, but when you're cruising there's always a lot to keep you occupied.

We returned to Newport Beach in January of 1986 and traded Brigadoon in on Carina, a Valiant 40. Leaving Newport Beach on Memorial Day, we headed back

to the Sea of Cortez. Our return trips, both to the States and the Sea of Cortez, were against the wind and current, but great nonetheless.

We did a blister job (a given with Valiant 40's) in Guaymas at Astillero Navarro. It was 38 days of hard labor, but worth it. We wintered in Manzanillo and left the boat in the new marina at Santa Rosalia for the summer. Only two problems: 1. They tripled the fees on us while we were gone; and, 2. They operated the smelter and it took months to get the black dust from every nook and cranny.

In November we departed La Paz for a non-stop trip to Navidad, for a visit with Phil at Los Pelicanos restaurant. Then we continued on down the coast to meet up with the first members of the Class of '88: Illusion, St. Brendan, Constance, Francis L., Daybreak, Annie Lyon, Westwind, Amistad (Canada), and Outbound. We passed the dreaded Tehuantepec in 30-35 knots of wind, hugging the beach per everyone's advise. Then we stopped in Pto. Madero to check out of Mexico. No sweat!

After 36 hours of flat, then a similar period of 40 knot Papagallo winds, we

IN LATITUDES



LATITUDE/RICHARD

arrived in Playa de Cocos, Costa Rica. We had some problems with the officials and probably wouldn't check in there again. Nevertheless, we spent three months in Costa Rica, traveling to San Jose (great trip to the cool, high, capital city), visiting the rain/cloud forest at Monte Verde (also well worth it) and much coastal cruising. We both enjoyed Costa Rica, but food and supplies are expensive. Fruits and veggies are readily available, however, and bus rides are cheap.

Like several others, we hauled at Pacific Marine in Puntarenas and were very satisfied with what we felt was quality work at U.S. prices. The yard is run by ex-pats Perry and his son Bill Holden. Both are helpful in locating parts. We used the Portobello Hotel pool and restaurant (next door to P.M.) to relax in the hot afternoons after doing our morning boat chores, and had many pot-lucks, movie nites and sing-alongs at the *palapa* in the marina. Not too shabby!

After things had quieted down in Panama, we headed south again, visiting Golfito for three very rainy weeks. We really enjoyed that area as well as hiking on the jungle roads, jungle burgers at Cap't

Toms, etc. Hotel Las Gaviotas offers a pier (a big deal in the land of 12-foot tides) with water as well as an indoor shower and good meals. Most of the yachts anchored there last season were made welcome and there was little theft.

From there it was on to Panama, where we spent 30 days between Costa Rica and the Canal, visiting many coves and islands, and meeting many great locals. Especially memorable were Parida Island for palms and sandy beaches, Bahia Honda for Domingo's great fresh veggie gifts, and all the other islands for their great anchorages. We spent a few days in the Las Perlas (much current and murky water) before moving on thru the Canal.

Transiting the Canal was an unforgettable experience. We went through with *March Wind* and then spent 30 days at the Panama Canal YC in Cristobal. After completing a few repairs and provisioning, we moved on to the San Blas Islands, where we spent 10 weeks. We can't say enough good things about these islands and the Kuna Indians who live there. Remaining mostly at the west end of the islands, we developed a good feel for the Kuna culture in an area seldom visited by yachts. The people were terrific. Young men would bring us fish, crabs and lobster to trade or sell and really looked forward to Joyce's ice-cold lemonade!

While in the San Blas Islands, we had to replace all three heat exchangers in our Westerbeke. We ordered them through Kettenbergs in San Diego who shipped them to Panama. I had to ride the Kuna airline from Porvenir to Panama City to pick them up, which cost \$23 each way, but it worked!

We left for Cartagena, Colombia with *St. Brendan*, *Oui Si* and *Perky* in October. We hadn't intended to go anywhere near Colombia until we met Norman Bennett at the Panama Canal YC. Bennett runs the Club Nautico in Cartagena and got us interested. We're sure glad he did! Invited to participate in the Columbus Day Regatta sponsored by the Colombian Navy, we took first in Class A and *Perky* took first in Class B! "It's always fun when you win!" according to an old saying at the Ole Voyagers YC. There was a super party that night at the Naval Club.

Since the other gringo boats have moved on, we've had carpentry and

machine work done, and have 'hosted', as it were, *Vixen*, *Spirit* and *Chateleine* (from Mexico), *Frank* and *Supertramp* (Great Britain) and *Flamingo* (Swiss) on their respective ways.

We visited California and Nevada for the holidays, checking on the upbringing of the grandchildren, and then happily returned to the warmth of the tropics in January. We dutifully packed several *Latitude 38*'s in our boat stuff, but are having trouble finding boats to give them to. So, we left them here at the Club Nautico for anyone passing through.

We say "Come to Cartagena!" It's antique, beautiful, economical and above all, safe. We walk around here at night with no fear of being mugged. And if it's safe for 20,000 Canadians every winter, I



Domingo's on Bahia Honda has great fruits and veggies.

guess it's OK for us, too. We plan to leave for Florida via the Windward Passage in March or April.

— *howard & joyce 1/29/89*

Howard & Joyce — We recently

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spoke to your old Baja Sail Week companion, Dr. Bob. He's keeps Blue Sky in Boston where he sails her in the summers. He figures he might bring her back through the Canal in three or four years.

Tempi — Halberg-Rassy 31

Jim Crittenden

Europe For Eight Years
(San Rafael)

People thinking about sailing the western Med may find some of the following information useful. It was gathered between October and November of 1988, from Menorca to Arno River, Italy, via the Cote d'Azur.

Marina fees and yacht services are quite expensive in the Balearic Islands, but I found that Mahon on Menorca to be the most reasonable. The harbor was one of Admiral Nelson's fleet bases and the old town shows influences of that period. Anchoring, side-ties at the town dock, club facilities, and haulouts or layups on the public wharves are options. Yachtsmen Servicos Nauticos, run by Canadian John Marawski, who has at least partially swallowed the anchor, is recommended. He and his Swedish partner can provide most yacht services.

Winds in the Med can blow from any direction, so if you don't like it today, it will probably blow your way in a day or two. If you have unlimited time, you can sail just about everywhere.

Our port of entry to France was Bandol, where all the officials and merchants were friendly and helpful. They would even try to understand our high school French! Marina fingers open right on to the town front, making provisioning easy. A bulk wine retailer in town can fill your demijohns direct from the barrel with a selection of reds, whites and brandy. Customs is next to the marina office, so that's convenient. You are only supposed to keep a boat in France for six months to avoid paying value added tax, but lay-up time is subtracted from that. A new temporary import permit is available to simplify things — or so the information leaflet says.

The Iles d'Yeres, off Toulon, offer protected anchorages, a small marina and town, fine beaches, and a national park with fine diving.



A surprisingly large number of long voyages are made in vessels as small as the 24-foot 'A-Train'.

The big marina at St. Tropez is in the picturesque old town. It's our favorite French port, partly because of welcoming harbor officials and low rates. It was \$4.50 a day in the low season for my 31-ft Tempi. Winter liveaboard and lay-up rates are correspondingly economical for six months. The old inner harbor is where the 80 to 200-ft yachts squeeze in. How come so many of the ones over 100 feet fly the flag of "poor" little Britain?

At Cannes we anchored behind one of the Iles de Lerins to stay away from the big city zoo. Frequent ferry service was available for the mile or so trip to town.

The new marina at Nice is some distance from the city. Although there is a yacht club in the old harbor, they seldom have berths for visitors. Villefranche, close around the next point east, is an old sailing ship harbor and still has huge masts stored in the dockyard. The drydock is used for large yacht maintenance. You have to pass through the castle to get to the town itself, but that's no punishment if you like places that have changed little in hundreds of years.

Most Americans probably feel the Princess Grace connection with Monaco.

She is fittingly remembered there by the Memorial Rose Garden near the Cap d'Ail Marina. The main harbor is closer to the palace and the casino, but it has an uncomfortable surge most of the time, especially in easterly winds. The high rocky peaks towering over the city, the palace, the government buildings, and the old town standing on a walled promontory combine to make Monaco an excitingly scenic place to visit.

The high cliff-lined coast continues into Italy, past Genoa, to La Spezia. If you are day sailing, as we were, San Remo is the usual port of entry. Bad news: formalities are reminiscent of old time Mexico and you have to pay a Customs fee based on the time you plan to cruise Italy. The Navy Coast Guard issues the *Constituto in Arrivo per il Naviglio da Diporto*; you are also supposed to check in and out of each port, having the details recorded on the *Constituto*. The big new marina at San Remo was, at \$26 per night off season, the most expensive of this cruise. Customs fees aren't much; we paid about \$8 for two weeks. You can keep a boat in Italy for one year; the long term fee is at a much lower rate and lay-up time, even when living board, doesn't count against the year. Many of the smaller harbors along this coast do not charge for overnight stays.

IN LATITUDES



LATITUDE/RICHARD

The west coast of Italy and her offshore islands offer cruising that could easily take a year or a week and be equally satisfying. The Arcipelago Toscano (Elba, Montecristo and Giglio), Isole Ponziane (Palmarola, Ponza and Ventotene), and Isole Lipari (Stromboli, Vulcano and Lipari) island groups are off the tourist routes and make fine cruising. That still leaves Sardegna and Sicilia, in case you run out of places.

Right now, Tempi is laid up in one of several small marinas on the Arno River. It's a very secure family-run operation out in the country. The bus to Pisa goes by every half hour. In a few months, I expect we will get off the bus and back on the boat to get in touch with some more of the good people and places.

P.S. Portofino and Portovenere are two little gems among the northwest Italian harbors and I can't end this without mentioning them. Located at the western entrances to the Bay of Rappalo and Golfo della Spezia respectively, they are not to be missed.

— James 12/18/88

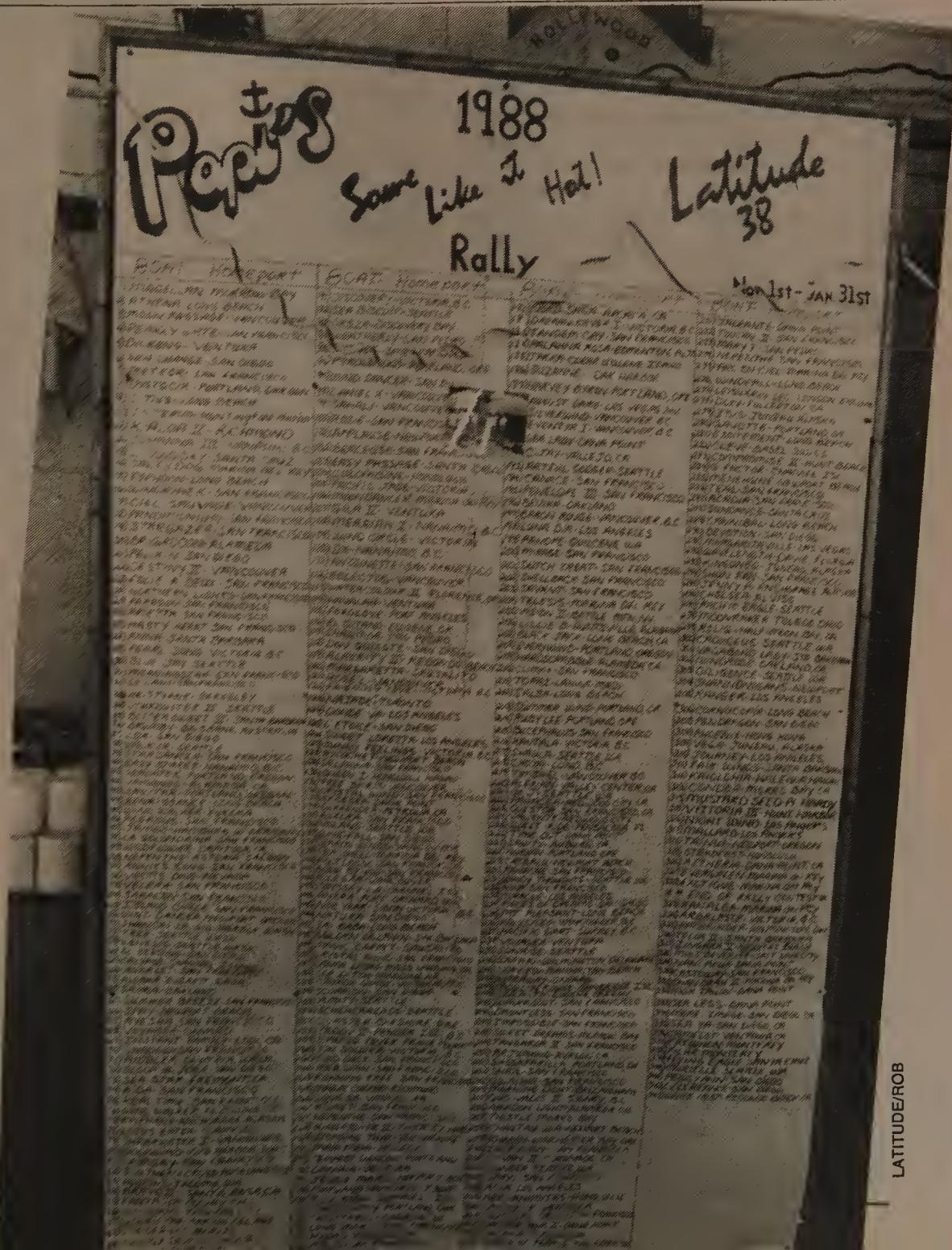
east coast from the Bahamas to Nova Scotia, he felt like trying an ocean passage. Having spent a couple of years in the South Pacific with the Army, he'd come to know more than he cared about the tropics; so crossing the Atlantic to Europe seemed the most attractive possibility.

He sailed Tempi, the same boat he's used for the East Coast trips, across the Atlantic in 1981. Since then he's pretty

much been all around Europe, either singlehanding or sailing with friends, his kids or with his new wife. During this time he's lived on the boat for periods between three and 12 months.

The following is the general route he followed: Bermuda, Azores, Portugal (Algarve), Cadiz, Gibraltar, Costa del Sol,

Lots "Liked It Hot".



LATITUDE/ROB

Readers — Jim Crittenden has done many small boats cruises. After a series of sailing trips on the west coast from Baja to Alaska, and another series of trips on the

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Balaeric, Corsica, Southern Italy, Corfu, Peloponnesus, the Greek Islands to Rhodes, Crete, Yugoslavia, southern France; Canal du Midi, Brittany, Scilly Isles, Ireland, Scotland, Orkneys, Shetlands, Norway, Sweden, Finland, Denmark, Kiel Canal, the Low Countries, Channel Islands, around the coast to Gibraltar again, Balaeric islands (third time), French and Italian Rivieras.

Jim, who retired at age 55 and then sailed across the Atlantic at 60, has done almost all his traveling in small boats. His west coast voyages were aboard a Westerly 26, an Ericson 30 and a Fisher 25. He recently sold Tempi to an Alameda friend who had cruised with him for several weeks last year. One of the conditions of the sale was that Jim get another month on her in Europe this summer, during which time he'll look for a boat to bring back to the United States. Surprisingly he's got his eye on an even smaller boat; perhaps 25 to 28 feet.

How can he have afforded all these cruises in Europe? It turns out that for the thrifty, cruising Europe just isn't that expensive. In the early 80's when the dollar was strong, \$2500 would get him and his boat, including gear and insurance, through the entire year. With the dollar having taken a tumble, Jim says you and your boat can still get along just fine for less than \$1,000 a month. Kinda makes you wonder what you're doing here driving yourself crazy trying to make and spend a big pile of money each year, doesn't it?

Atria — Islander 33
Larry Larson — San Rafael
Hawaii and Back
(San Rafael)

After years of following the exotic adventures of others in *Changes*, I finally decided it was my turn. So last June, with some trepidation, I left Loch Lomond Yacht Harbor in San Rafael for Hilo, Hawaii. Both my crewmembers came from the Latitude 38 Crew List.

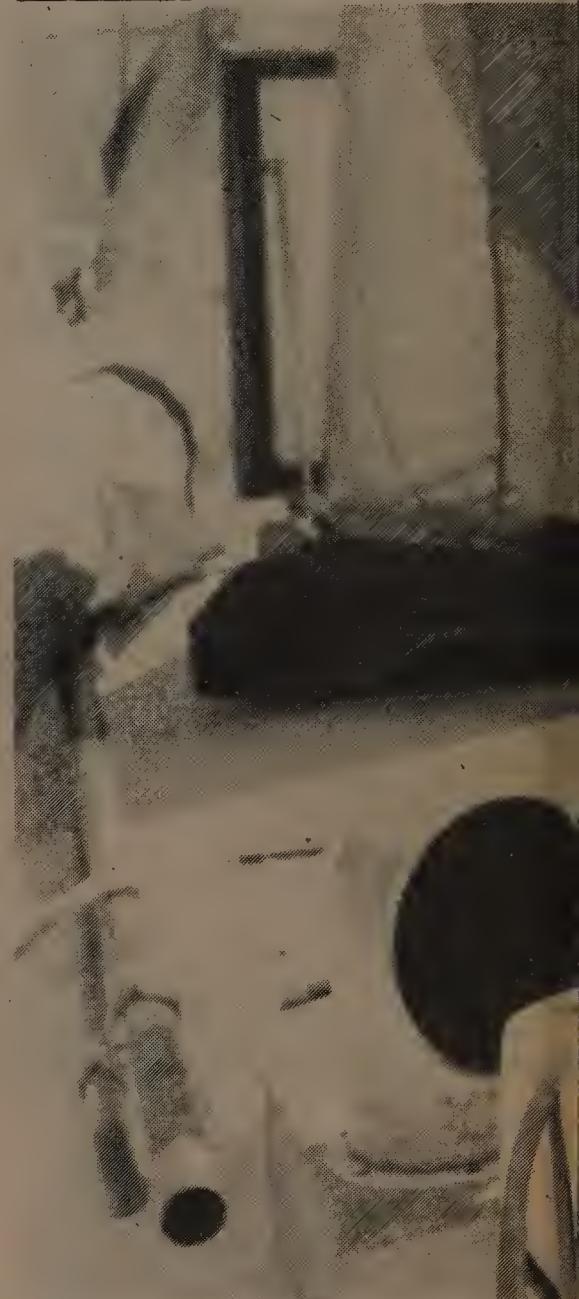
Although we had to motor for three days in all, we hit the trades quickly. We put up twin headsails, plugged in the autopilot, and ran before the wind. It was a kick to stop the boat occasionally and take a swim in a 12,000-foot deep pool. Almost to my surprise, Hilo appeared over our bow 16 days after leaving San Rafael.

The highlight of the trip was the two months we spent going to all the islands, renting cars, and really checking out all the sights. The harbors are scarce, but we got a berth in most of them, including Lahaina and Maalea on Maui, and the Ala Wai in Honolulu. The cost was only \$6.75 a day! The best place of all was Hanalei Bay on Kauai; the Napili coast is dramatic and the beaches are really super.

The trip back to the mainland was another story. Two new Latitude 38-found crewmembers joined me on Kauai. We departed September 2, and headed north in good winds. Our Loran worked perfectly the whole trip back except for a 400-mile gap in the middle. We used the sextant, too, and found that a \$99 Merlin calculator reduced our sights effortlessly.

The weather information we got from the WWV time tick stations was too sketchy to do proper route planning. We started east too soon and were becalmed several

times for a total of seven days. You really need a ham or marine band radio for proper short wave weather reports. Fortunately we saw several ships, all of which gave us comprehensive weather information.



Some of the more pleasant sights were watching all the dolphins and seeing several whales breaching over and over. But I saw the worst thing of all one morning when I lifted the bilge boards: a lot of water in the bilge! You can imagine the anxiety as we checked all the thru-hull fittings and still couldn't find the leak. On a second inspection, I noticed a split in the plastic bilge pump hose. The following seas had been splashing water back up the stern outlet through the cracked hose, filling the bilge. Whew!

I carried spares for almost every part that could break — and used lots of parts I never expected to need. Atria is a 20-year old Islander 33 that sailed well in all kinds of weather.

During the passage back I learned that

LARRY LARSON



IN LATITUDES



LISA SHEPARD

'Yankee Lady's' two-year old Cutter. He's been cruising the South Pacific almost since birth.

involve re-rigging her, painting the decks and general sprucing up after two years of non-stop cruising. For a boat a dozen years old, she is doing remarkably well, keeping us drier than most other boats and continuing to get us where we want to go with good speed. We made the 1,200-mile passage from Fiji to the Solomon Islands in nine days last December, thanks in part to steady southeast trades.

Until we got to the Solomon Islands, Fiji had been our favorite spot. You can get everything done to your boat in Fiji — which is exactly what we did over a three month period of time. We hauled the boat, and because the labor was so cheap, had the bottom painted for us. They did a pretty good job, and now, five months later, the bottom is still clean. You couldn't beat the price of the haulout or labor, but we're not so sure about the paint. It was an International brand made in Fiji, and

you need to walk around the boat daily to check everything. Late one night in heavy seas the plow anchor somehow came loose and was lost — despite being lashed down.

I'm certainly glad we made the trip, but once is enough, thank you.

— larry larson

Yankee Lady — Traveller 32
Robert Hodierne, Lisa Shepard
And Cutter, (2)
Truk Lagoon, Micronesia
(San Francisco)

The problem with waiting so long to write is that there's so much to say. The gist is the longer we're out cruising, the more we love it. In the beginning I had a difficult time adjusting to the lifestyle; now that I'm in the swing of it, I dread our 're-entry'. Having been cruising for two years now, we hope to sell our boat in Japan and fly back to the States in the fall.

Before sailing to Japan, we plan to spiff-up Yankee Lady in Guam. This will

we're a little concerned because the red looks like mottled gray and red now. Who knows why?

We took our SatNav and ham radio to AWA in Suva for repairs. We can't recommend this company highly enough. Their service and follow-up were outstanding.

While in Fiji we also had our sails repaired, the cockpit cushions recovered, sail covers re-stitched, and all the varnish stripped off the boat. Everything is so cheap we couldn't afford not to do it. If you need work done, the price is right in Suva. The food is also the best — and cheapest — in the South Pacific. If you need a final reason, there's also much to see and do.

If you want some guidance on getting work done in Suva, you can use the services of the year-old Yacht Help, operated Jeff Norton, an Aussie. Jeff will show you where to go or take the parts there himself, saying he can save yachters time and money. We figure it depends on your attitude. We're pretty skilled at quickly getting the lay of the land ourselves, and decided we could get by without his services and 10% commission. Others, typically older cruisers or folks on larger yachts, were happy to pay someone else to handle their chores.

When we left Malololailai, on the west side of Fiji, we sailed to the infamous Guadacanal, where World War II history stares you right in the face. At the capital of Honiara, you can take a worthwhile tour of the battlefields. It leaves you with a feeling you've been through a living war museum.

It wasn't until we got to the Solomons that it hit home how incredibly westernized most of the South Pacific islands have become. But Solomons aren't, and that's what we had been looking for. None of the villages have electricity, roads, cars, stores or banks. The people still live in thatched huts.

Yachts in the New Georgia group, in particular, become traveling general stores. In return for magnificent ebony hand-made carvings, we traded our t-shirts, glue, sandpaper, tools, batteries, bedsheets, plates, flashlights, paint and magic markers. When selling their works for cash, the carvers only want a little money, \$10 to \$20, because they don't have many places

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to spend it.

The trading is great fun, and is handled differently on every village within the Marovo Lagoon, where the best carvers reside. The islanders have a high sense of fair play, and we responded in kind, never trying to take advantage of them. Trading is an excellent way to meet the local people and quickly integrate into their villages.

Right now we're anchored in gorgeous Truk Lagoon. Unfortunately, the main town, Moen, is the dirtiest place we've seen in two years. The streets are literally paved with beer and soda cans, rats race across the road, and garbage is piled everywhere you look. My favorite snapshot is of a huge heap of empty Budweiser cans with a rusting truck stuck end-up in the middle. American largesse has somehow stripped these people of their pride. It's much nicer at the other islands, even within the lagoon.

We'll end with a tip we learned from two years of cruising: If you see something



First Cruise At 60 Leilani — 41-ft Steel Cutter Bob & Mary Carnes (San Jose)

Heading to Cabo San Lucas on our first-ever cruise, we had no wind on the way to San Diego except for a brief seven hour sail off Santa Cruz. Our autopilot lost a roller bearing gear off Big Sur, which forced us to hand steer all the way to San Diego. For a crew of two, it was a bear.

Although fearsome Point Conception was calm as a mill pond, there was excitement everywhere as we criss-crossed paths with many ships in fog-reduced visibility on the way to the Channel Islands. Thank God for radar! In all my 60 years, I never felt so much like I'd gone out to play on a freeway. Nonetheless, we had pleasant interludes at Santa Rosa, Santa Cruz and Catalina islands.

We were very well treated upon our arrival at the San Diego Police Docks and had a nice 11-day stay. Other good friends in San Diego included the crew at West Marine who shipped our Navico autopilot back for free repairs even though it was out of warranty; Pacific Marine Supply; and, Downwind Marine.

Moving south into Mexico, we again had no wind until 30 miles north of Cedros. A nasty weather front kicked up and sent us flying past our planned fuel and rest stop at Turtle Bay. The winds were gusting to 35 knots and the waves

were high. The first mate estimated them at 30 feet, but I feel they were more like 18 feet. In any case, we averaged over seven knots under mainsail alone for 18 hours!

When conditions eased 40 miles northwest of Mag Bay, who should come along but Coast Guard Cutter #618. They boarded us for an hour in what was supposed to be a routine safety inspection; I'm sure, however, they were looking for drugs. The boarding party was very pleasant and courteous; we actually enjoyed the interlude. We came away with a good feeling that the Coast Guard was out looking for the scum that get rich smuggling drugs and ruining the lives of so many young Americans.

Arriving in Cabo San Lucas, we were surprised to find more than 45 sailboats Med-tied in the Inner Harbor. Previously we'd been told all boats had to leave the Inner Harbor. Mooring buoys in the Outer Harbor go for \$20 a night with no shore privileges such as showers. The buoys are so far from town that it's ridiculous to moor there — and the Outer Anchorage is even further out! Realistically, you have to have a high-speed dinghy for either spot to be reasonable.

Cabo was a nice stop, but it's being ruined by all the tourism. Fueled by outside investors, businesses charge every last cent the market will bear. Our impression that it was cheap turned out to be false; prices were as high or higher than they are in

LISA SHEPARD

Australian Jeff Norton operates the Yacht Help service in Suva, Fiji.

you need, buy it right away, and buy a case of it. It's amazing how easy it is to find something like pancake mix in one country and never see it again.

— Lisa, Robert, and Cutter (2)

3/7/89

IN LATITUDES



LATITUDE/ROB

This is the Inner Harbor at Cabo San Lucas? One visit was enough for Bob and Mary Carnes.

San Jose. The one high point of our visit was Papi's Deli, where Gil & Karen serve tasty food at reasonable prices and do so much for cruisers. We're glad we stopped at Cabo but have no desire to return.

— bob & mary 12/15/88

Bob & Mary — Gil of Papi's tells us there's yet another new Port Captain in Cabo San Lucas. Apparently he waits until the Inner Harbor gets too crowded, then he throws everybody out. Soon boats start trickling in once again. Once it gets overcrowded, the Port Captain tosses everyone out again.

Sonoma Of The Isles — 53-Foot Steel Ketch Clive King & Crowd French Polynesia (Petaluma California)

Hear it now from the skipper.

Sonoma of the Isles did indeed leave San Francisco in June of 1988, following 100 years to the month in the wake of Robert Louis Stevenson. The crew included not one, but three ladies whom I met through the Latitude 38 Crew List Party: Cynthia Elmore, your correspondent of last month, complete with her wimpy black cat; Karen, and Cathy. The crew was rounded out by Peter, another Englishman now

resident here, and I.

We sailed 23 days to the Marquesas and celebrated July 14 as Bastille Day (even though it's supposed to be July 24). With the crew down to Peter, Cynthia (plus cat) and I, we headed to Tahiti and Moorea for August and September.

While in Cook's Bay, Moorea, the Ocean Cruising Club gathered; Todd & Elsie Phillips on *Coquitlam* from Fremantle, Alan Greedy and family on *Hiraeth* from England, and Sonoma's crew. Now that was a get-together worth getting together for!

Clyde and Sophie on *Renaissance* from Boston were busy running their net every morning on 6125.4. They started the net in July in the Marquesas; by the end of the season almost every boat from Hawaii to Auckland was chatting away.

Twice around the block we went from Manihi and Ahe to Tahiti. The enclosed photo is of a copy of a *Latitude* on the steps of the Pora Pora YC, Ahe, recently the home of Ron and Anne Christophe Falconer and their children Alexandre and Anais. (Editor's note: see March Changes). It's now looked after by Hiti and Mama Fana, doyen and matriarch of the atoll that once had been the home of Joshua's Bernard Moitessier.

just a blip on my radar screen
only a strip of sand and green
wedged between two shades of blue
are you Ahe, Tuamotu?

Back at Rangiroa we had barbecues on the beach on the south side of this huge atoll with Craig, Nancy & Alan of *Pai-Nui* which we believe is now in Hawaii, and Rob & Charmaine of the Seattle-based *Jester* now in New Zealand. When Craig's Coconut Stand, Rob's Propane Station, and Clive's Deli didn't take off, we, meaning Cynthia (plus cat) and I, headed back to Tahiti and Cynthia's Tahitian boyfriend, Manu.

Subsequently we sailed from Tahiti to Aitutake in the Cooks with my friend from England, Joseph Farchy, Ingrid from Sweden, and Cynthia (plus cat). The only yacht at Aitutake, we had to lie outside the reef. Nonetheless, we could hear the Cook Island Congregational Church raise the roof with lusty singing and swelling counterpoint in their annual celebration of the first reading of the Bible on that island.

From there it was on to Rarotonga,

where on All Hallow's Eve they decorate each and every grave with garlands of aromatic flowers and lit candles, and sing in Polynesian rhythm. Rarotonga turned out to be this year's sick bay. Roger and Rhona on *Cloud Nine* were dismasted by a freighter coming in; Tom Sandy, John and Joe on the Florida-based *Elation* had engine problems and more. King Malu with Stephen & Susie from London, and a couple of others, were all crowded into the tiny harbor and had to be moved every other day to accommodate a large freighter, fishing boat, factory ship, whatever — as well as a harbormaster with an attitude problem.

But what the hell, the island was beautiful, cheap compared to Tahiti, and



CLIVE KING

The Falconer's Pora Pora YC at Ahe. There's a 'Latitude' waiting on the steps just for you.

best of all for Cynthia, English was spoken. We heard over the radio that Sherri and Jerri on *Spirit* from Sausalito were working

CHANGES

in Pago Pago.

Joe flew back to England and was replaced with two Canadian lads as we sailed to the Bay of Islands in New Zealand. Beau and Annie of the Sausalito-based Freya 39, *Lionwing*, were there to greet us as we arrived just in time for Thanksgiving dinner.

I'm back in Sausalito now, toiling for awhile, looking forward to sailing the South Seas some more. There's so much more to see, so many warm friends and faces, and dammit, it's summer there now!

— a. clive king 2/16/89

Cruise Notes:

The Silver Lining. Eleven weeks after arriving in Australia and just three months after having to open the seacock on their beloved 58-year old Alden schooner, *White Cloud*, Californians Paul and Susan Mitchell have acquired and moved aboard their "Next Boat". She's a five-month old, 36-foot, double-chine, full keel cutter designed by R.S. Gilbert and Joe Adams. "The workmanship is first class throughout and she's just what we wanted," the couple write. The Mitchells christened her *Elenoa* "after a very special Tongan lady".

Paul and Susan, who cruised *White Cloud* for 12 years on the Pacific, plan to remain in Australia until May of 1990, exploring that country and preparing *Elenoa* for ocean cruising. Susan's Australian ham call sign is VK2FVU for anybody headed that way and needing assistance.

In closing, the Mitchells wanted to acknowledge the help of all their friends: "We've been overwhelmed by all the support we received from the cruising community after the loss of *White Cloud*. It is because of the help of many of those friends that we are rejoining the cruising fleet so quickly. Our heartfelt thanks go out to all." Welcome back.

San Diego's Kona Kai International YC, host of this year's third annual America's Schooner Cup, has decided to dedicate this year's race to the memory of *White Cloud*. The big schooner, now consigned to the deep, is described as a "South Pacific legend that had a colorful career around the world, including once being impounded for six years by Fidel Castro and the Cuban government".

Sushi on! If you're planning on

crossing the Atlantic soon, you might consider picking up a yellow plastic octopus lure. **Golden Apple** (of the sun), former racing machine along with sistership **Silver Apple** (of the moon) and now converted to cruising, reported catching 18 fish with the lure during her 2,750-mile crossing from the Canaries to Barbados.

The **sparkling** and the **filthy**. A few months back we received a report on the Azores, in which one of our readers hailed the absolute pristine condition of the cities. That contrasts with Gibraltar, another European crossroads, of which Eve Lawson wrote most critically: "The dirt in Gibraltar is a minor annoyance, but one which permeates everywhere. I have never seen such squalor, even in poor countries where you expect street cleaning to be low on the list of priorities. The streets are thick with rubbish, the water is awash with plastic bags and a variety of junk, and in town even the seagulls get used to dodging flying debris." You've been warned.

The news on the much-too-long-awaited third edition of Leland Lewis' **Baja Sea Guide** is the same as it's ever been. In a February 1 letter to a *Latitude* reader, Lewis writes, "I apologize for any inconvenience that my long delay in producing and publishing the manuscript may have caused you, and I trust that when you ultimately obtain a copy of the 3rd edition you will find it to have been well worth waiting for." Since Lewis then offered to send a used copy of an earlier edition or xerox copies of the "pertinent pages", it looks as though "ultimately" will arrive later as opposed to sooner. The yet-to-be-completed third edition was first offered for sale in 1984.

As of right now, we consider Jack Williams' *The Baja Boater's Guide, Part II*, to be the definitive work for cruising the east coast of the Sea of Cortez. It's packed with 350 photographs, many of them aerial shots of anchorages, and more about Baja than you'll probably ever want to know.

R. Kaiser of Rio Vista has **questions about Mexico**. 1. Do you need a fishing license for an inflatable? As of late last year, the woman at the Mexican Fisheries Department said yes, inflatables require a license. 2. Is the Mexican consulate still operating in Ventura? We're not sure. Even if it was, we'd recommend that southbound sailors use the consulate in San Diego;

they've got the experience to make things run smoother. Is it all right to stop on the way down the Baja coast without entering until reaching Cabo? We're a little fuzzy on this one, but it's our understanding that you're supposed to stop at a Mexican Port of Entry, such as Ensenada, before stopping elsewhere on the Mexican coast. In actuality, most cruisers make many stops along Baja coast before hitting a Port of Entry.

Beau and Annie Hudson of the Freya 39 *Lionwing* were recently back in Sausalito for a visit, having left their boat in Whangarei, New Zealand to cool her keel for awhile. They had a few clarifications for us about life in New Zealand. The first is that yachties are still very welcome in the Bay of Islands. It turns out that the problems in the Bay of Islands last summer were caused by a few too many drunken Kiwi's who made life unpleasant for everyone. Recognizing they have a national drinking problem, the New Zealand government has been taking steps to try and solve it. Meanwhile, businesses in the Bay of Islands are wondering where all the cruisers are this year. According to the Hudsons, some of them stayed away because of last year's troubles and others were kept away by unusually bad weather.

The second clarification has to do with yachties getting jobs in New Zealand. While there are a few legal jobs for aliens, most yachties are working in New Zealand illegally. They make about \$7.50/hour at jobs the unemployed Kiwi's, who make nearly as much on the dole, snub their noses at. The Hudsons know yachties who are paying anywhere from 10 to 30% of their income in taxes, so it's a very fluid situation down there.

The exchange is still very bad for U.S. dollars in New Zealand. Beau and Annie motored to the South Island — which they thought was beautiful beyond description — but it cost them nearly \$200 day for room, wheels and food. That's way beyond the typical cruiser's budget. As much as Beau and Annie liked New Zealand, Tonga is still their favorite.

The Hudsons left *Lionwing* in Whangarei, next to a most unusual boat being built by former Sausalito neighbors, Bob Evans and Peggy Kashuba. The boat is a 60-foot catamaran propelled by a deck-mounted 50-ft propeller that drives a

IN LATITUDES



him shaking.

Finally back in the friendly confines of Hollister, Tom was poked, prodded and x-rayed. The verdict: kidney stones. Once they were taken care of, Tom, with the help of ham operator Art Lee, was able to make contact with **Windwalker**, rejoin the boat in Cabo, and make the rest of the trip to Manzanillo. Tom wants to thank everyone that came to his rescue.

Chuck Taylor is puzzled. "Your Mexico articles suggest La Paz for Thanksgiving and Cabo for Christmas. Since Cabo is first on the way from Southern California, why not Thanksgiving in Cabo and Christmas in La Paz?" A good question with a simple answer. If you hustle right along and do it our way — Thanksgiving in La Paz and Christmas in Cabo — you're likely to have warm and pleasant weather the whole time. If, however, you wait until mid-December to head up to La Paz, chances are much greater that you'll get nailed by a nasty Norther and have a polar Christmas. It all depends on whether you're a masochist or a hedonist — or if masochism is part of your hedonism.

Bob and Pat De Hann of San Rafael and **Suenos** have a tip: "Cruisers visiting Isla Isabella, on the way from Cabo to Puerto Vallarta, should go ashore and contact the park ranger for a wonderful tour of the island national park. With thousands of nesting frigates, boobies, other birds and marine iguanas, a guided tour is well worth a visit. Unfortunately, budget restraints prevent any publicity about the guided tours — and sometimes result in no rangers being available."

If any of you are still interested in receiving the information and form necessary to get a five-year Mexican Import Permit for your boat, send a SASE to "Permit", Box 1678, Sausalito, CA 94965. When you get the form, ignore the name "Nick" scrawled in the lower left hand corner. All it means is that our five-year old son couldn't find his own piece of paper to write on. The information and form (in Spanish) were provided by Peter & Diane Halferty of the motor vessel **Eagles's Song**. So far we've sent 11 of them out to interested readers.

As we go to press, we understand that already two boats headed back from Mexico to the States have gone ashore. Remember, stay awake and stay offshore!

Are we alone in wondering how one product could cure sailing's two most common — yet opposite — medical problems?

five-foot prop. It might sound ridiculous, but it's supposed to 'sail' directly into the wind at half the speed of the wind.

Tom's Not-So-Excellent Mexican Adventure. Tom Walerius of Santa Cruz didn't exactly have the best sailing trip to Mexico early this season. Things started all right; he flew to San Diego to help a friend deliver a boat to Manzanillo. About halfway down Baja, Tom began to suffer from severe stomach pains. When they pulled into little Asuncion Bay, there was an RN on another boat. She didn't feel qualified to make a diagnosis, nor did the doctor they made SSB contact with at San Francisco's General Hospital.

A dinghy was sent to shore to get a doctor, and one actually came out to the boat. But when he arrived, Tom's pain had subsided. Nonetheless, he was issued antibiotics and pain medication. The doctor suspected that Tom might have a small infection or be passing a small kidney stone.

The following night the pain returned, but the dinghy had already been stored on the boat. Luckily Tom was able to hail a *panga* that took him to shore and whose operator showed him the way to the clinic. There a doctor examined him by penlight because the town's generator had shut down long before. After spending the day sleeping with an IV, Tom left that night for the boat. After feeling better for most of the night and day, the pain again returned.

Trying to communicate meaningfully

via a Spanish dictionary was difficult. It was finally decided Tom should go to Guerrero Negro — about 130 miles of very bad road away — to have X-rays. Captain Harold Trivitt went out into the street in front of the clinic and started asking people if they would drive Tom to Guerrero Negro. The first person wanted \$235. The next person wanted \$150. Finally they were able to strike a deal with a fellow named Juan.

Tom says he knew Juan was the right man for the job when he pulled up in a red Trans-Am. It had a cooler in the back that was filled with beer and orange juice. "The orange juice is for you," Juan told Tom. The unpaved road to Guerrero Negro was so bumpy and dusty that Juan stopped every 20 miles to check the tires and look under the hood. He missed the rear-view mirror, and it fell off.

Once in Guerrero Negro, Juan took charge to see that Tom got in the hospital and saw a doctor. Tom says the doctors and staff were great, but that the x-ray equipment he'd come so far to use was broken. The next closest x-ray machine was in Ensenada, eight tortuous hours away by bus. Tom decided he might as well come all the way back to the States. The ride to Tijuana was the worst in his life: there was standing room only, and both the head and heater were out of order.

Arriving in Tijuana, Tom hailed a taxi for a ride to the border. As the taxi pulled out of the depot, it was broadsided by another car. Fortunately nobody was hurt. At the border Tom came so close to being hit by a car that shot by that it left

CLASSY CLASSIFIEDS

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THE FOLLOWING IS A COMBINED LISTING OF CLASSIFIED ADS FROM LATITUDE 38 AND LATITUDE 34.

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DINGHIES, LIFERAFTS AND ROWBOATS

14-FT NEW YORK WHITEHALL. Built by Gordon Nash, 1984. Complete with trailer, cover, 2 pr oars and sliding seat. Fresh water rowed. \$2,000. (415) 332-7269.

8-FT MONTGOMERY SAILING DINGHY. Excellent condition. New sails. \$500. (408) 281-1805.

LASER. Excellent condition. Tri-colored sail. \$1,000. Trailer \$200 extra. (209) 723-7888, Merced, CA.

FATTY KNEES. 7-ft sailing/rowing dinghy. Hull #40. Much used, but in good shape. \$600. (408) 258-9045 or (415) 244-9237~

LASER ROWING SHELL. Fast, sturdy, stable. Updated rigging & hardware. \$600 incl. oars. (415) 428-1228.

EL TORO. Sails, all equipment except mast. Good condition. \$300 — Or sell me a mast! Call Ann at 332-5866 days.

ZODIAC MK-1 INFLATABLE. 11 1/2-ft. Will carry 5 & take up to 25 hp. Like new, used 3 times. \$1,200. (415) 855-1818.

SUNFISH SAILBOAT. Almost brand new (used only twice). Includes boom bag, Little Launcher wheels and rack for car-top transporting the boat. \$1,095. (415) 595-4368.

24 FEET AND UNDER

J-24. Good condition. 10 bags of sails, trailer, o/b, porta-potti, recently tuned rig. \$8,000. Tom (415) 925-2154 days or (415) 381-9018 eves.

DRASCOMBE SCAFFIE. Double-ended cruising dinghy, like new condition. 14-ft. 9 in. LOA, 460 lb disp, Tanbark lug sail, Seagull engine, EZ Loader galvanized trailer, Bruce anchor and many extras. \$3,800. (415) 866-8804.

RANGER 23. Fully race and cruise equipped, excellent condition. Must see — must sell. \$9,500. (916) 777-5615.

CAL 20. Excellent condition, #1732. 1985 6 hp Johnson Sailmaster with alternator. North main and class jib. New North 150 genoa and 90 jib. New lights. Rigged for Bay sailing. Fortman berth. \$4,750. Mike (415) 347-6752.

ERICSON 23. Hand laid F/G sloop. Recent bottom paint and survey. 6 hp o/b, jenny, storm jib, DF, head, galley, sleeps 4. Great Bay/Delta sailboat. Excellent condition. Sacrifice at \$4,500 or b/o. Scott (415) 665-9666 or (415) 684-0347.

FLICKA 24, 1982. Beautiful, sound pocket cruiser with bronze ports, 20 hp dsl, VHF, knotlog, DS, sextant, Bruce, CQR, 1/4" chain, like new sails & gennaker, custom galley w/ oven. New EZ Loader trailer, Achilles w/ outboard. \$35,000. (707) 762-7038.

CAL 20. Great cond. Trailer, 8 hp Mariner o/b, porta-potti, 2 North sails, bow pulpit, almost new bottom paint, orig owner, lots of little extras. Easy to sail, great Bay/lake boat. Only \$4,600. Spinnaker & gear avail also \$600. Berthed Jack London Sq. D: (415) 935-9622; E: (415) 838-0588, Dick.

J-24, 1981. White with waterline stripe. Excellent condition, equipped for racing, 8 sails, Johnson 6 hp o/b, compass, trailer, located on San Francisco Bay. Call (617) 868-1004~

COLUMBIA 24. Well maintained, new rigging, two jibs, nicely finished interior, reliable o/b motor w/low hours, sturdy Bay boat. \$6,500. (415) 456-3495 h or (415) 459-1400 w.

J-24. Good condition. Many extras including motor, trailer, self-tailing winches, depth & knot meters, porta-potti. West Coast built. \$8,900. Call (415) 244-7258 weekdays or (408) 749-0274 anytime.

SANTANA 22, 1967. #158. New Yamaha 4, 2 jibs (90 & 124) & main w/jiffy reef, all sails recent. Inboard sheeting, 4 winches, spinnaker, lifelines, all white, clean, race or cruise. \$5,250. 563-0105.

20 FT O'DAY MARINER, 1971. 3 sails incl genoa, good condition, low maintenance, new rudder. Bottom painted Nov 1988. Berkeley berth. Ready to sail! \$1,500. Call Jim (415) 524-6996.

J-24. Start with a winner "Frick-n-Frack", trailer, o/b, porta-potti, new cushions, tons of sails and gear, good condition, ready to race. \$9,500. (415) 453-8489 or (415) 284-5468~

MUST SELL! 1964 CAL 20. Completely outfitted and ready to sail. Needs aesthetics. It's gotta go! \$1,500. Michelle 637-9266, John 929-7451 or Betty 861-3840.

23-FT ROB ROY YAWL, 1987. Loaded with extras, including: AP, 7.5 Honda, knotlog, depth, VHF, stereo, marine head, stove, 5 sails. Has shoal draft and tabernacle mast. Great for weekends or day sails. Classic Ted Brewer design. \$16,000 or b/o. (213) 597-1029.

J-24, 1979. Many extras — Ready to race. \$7,500 or offer. Call Dan Irwin at 1 (209) 432-4774 days.

20-FT CLIPPER CLASS SLOOP. Classic Bay day sailer with trailer and new Ericson aluminum spar. Hull sound but needs TLC. \$850. Call Marc (415) 886-8905 eves.

MacGREGOR 22-FT, 1982. Swing keel, trailer, sleeps five, 7 1/2 hp o/b, anchor, porta-potti and much more equipment. Like new, Vallejo Municipal berth. Call evenings for demo. \$3,800 firm. (707) 745-8879.

CAL 20. New paint top & bottom, trailer, o/b 4 hp Mariner longshaft, full cover, anchor & line, cabin cushions, all one year old. 3 main, one new, 4 jibs, new 160% keel rebeded with new keel bolts. \$4,000 or b/o. (408) 476-3831 or 475-5608.

FLICKA OWNERS: Want to buy or rent a trailer for a Flicka. Appreciate any ideas or information. Russ at (408) 971-1759.

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BEAR 23-FT. Hull #19. Classic wooden sloop in excellent condition. Boat cover, Evinrude 5 hp with warranty. \$4,900. Call (415) 243-0201.

RANGER 22-FT. Classic design, spinnaker and inventory of sails, depth gauge, 4 hp o/b, VHF, battery charger. Needs some work. \$4,950. Call 4-9 p.m. 352-2949 or 351-2714.

WINDWARD 24 FULL KEEL SLOOP. Sleeps four, sails, Johnson o/b, new bottom paint, Redwood City berth. \$5,400. (408) 298-9553.

24-FT FARR. Head, galley, sleeps 5, excellent condition, new 155% & 110%, spinnaker, o/b, Micron bottom, etc. \$6,500. (916) 955-8996.

YANKEE DOLPHIN 24-FT. Well-equipped & in excellent condition, new UK sails, 1988 Johnson 8 hp w/alt, VHF, all new Harken hardware, new varnish, bottom paint, teak interior, head, alcohol stove, sleeps four, great pocket cruiser. Many extras. \$11,000. (415) 933-2344.

20-FT FLICKA. Factory completed, lots of options in '82-'83. 5 hp o/b motor. Very good condition. Must sell - looking at larger boat. Best offer over \$15,500. Serious inquiries only. Evenings (707) 448-1147.~

SANTANA 22, 1967. 2 jibs, spinnaker, new mast, all lines to cockpit, 4 winches, 3.5 hp o/b, compass, ladder + extras. Good condition. \$4,200 firm. Call eves for demo: (415) 986-2098 or (408) 476-0780.

J-24, 1979. Four bags sails w/reefing incl colorful spinnaker. New o/b, new battery, lights, porta-potti, Berkeley berth. Exciting Bay sailing. Trailer included. \$8,000. Call (415) 578-8807.

FREEDOM 21, 1982. Fast, fun and easy to sail. Original owner. Excellent condition. Full interior, sleeps 4, porta-potti, Johnson 7.5 hp o/b. Motivated seller asking \$8,200 or b/o. Call Jim at (415) 359-8528.

CHAMPION ISLANDER BAHAMAS (2). 24-ft. Choose the one you want. \$6,000 for one, \$5,000 for the other. Both loaded with great hardware and sails. One nearly new Evinrude 6 hp, Mylar main, 110 jibs, 150 jibs & spinnaker. For more information and demo sail call Sandi at 648-5530.

AQUARIUS 23. Trailer, 7.5 Honda with battery charger, VHF, stereo, marine head, main and 3 jibs, 12 volt electrical system, pulpits and lifelines, jiffy reefing, fatho with printer. \$3,400. Call Bill 873-4898 or 697-5520.

SANTANA SAILORS! Join the Santana 22 One Design Association for op racing, cruising and social activities. One of the largest and most active One Design fleets on the Bay! Boat owners and non-boat owners, call for information. (707) 938-4116.

S2 6.8, 22-FT. 2 coats bottom paint 9/88. Trailer, radio, head, 15 gal water storage. Listed at 3050 lbs., Sausalito berth. \$11,000. (415) 332-8784.

VENTURA 21. Great swing keel sloop for Bay, Delta or lakes. Complete with 6 hp engine, 3 sails, trailer with extender, head, sleeps 2 to 4. \$2,600. Call (415) 525-3037 or (707) 938-4116.

PACIFIC SEACRAFT, DANA 24-FT. 3 yrs old. Many extras. CNG stove, 110 v wiring, extra battery and water tank, h/c pressure water, head, shower, VHF radio, 3 sails, sloop rigged, self-tailing winches, knot/depth meter, custom interior. See to appreciate. (916) 788-1777 or (702) 323-8160.~

24.7-FT O'DAY 240. 8 hp Evinrude o/b, roller furling, jiffy reef, compass, VHF, DF, wing keel, trailer. Located Oyster Point, Pier 4, Slip 36. \$20,000. Tess (408) 496-6400 9-5, Rob, (415) 796-7421 9 pm-11pm.

'68 COL 22-FT SLOOP. Three brand new sails, running rigging needs work, 1.5 hp Seagull. \$1,995 firm. (415) 236-1512.

CAL 20. \$4,000. A-W, D-G, knot, close hauled ind. Running lights, anchor light, sleeps 4, compass, 110-12 volt, AM/FM stereo cassette, VHF radio + a lot more. Two boats - Must sell. Vallejo berth. Call John, msg (415) 235-3416.

1982 SPRINTA SPORT, 23-FT Racer/Cruiser w/galvanized E-Z Loader trailer. Six sails including spinnaker, accommodations for four. Light, fast & comfortable. Must sell now! \$5,800. Ray 845-7671 or 841-6672.

J-24. Four sails, spinnaker gear. New 5 hp o/b. Well maintained, presently in charter. \$10,000 or offer. (415) 474-1225, leave msg.

O'DAY 23, 1972. 3 1980 Pineapple sails and more. Porta-potti + propane stove. Roomier than a Catalina 22. 3,100 lb., k/cb 1,300 lb, 245 sq ft, draft 2' to 5'. Great Bay boat. Trailerable. (415) 792-5905. \$5,000.

SANTANA 22, 1967. 1 year lease, \$150/month, \$450/deposit, June '89-'90, including Berkeley downwind berth (paid). Good condition, 4 sails. Or purchase at \$4,200. Telephone: (415) 526-7032.

1981 MOORE 24. Trailer, o/b, digital knotmeter, 150, 120, 100 Mylar, dual compass. Great condition. Well loved but little used. \$10,800. 462-8961.

INTERNATIONAL FJ CLASS SLOOP, 13' 3". Seat model, good family boat, self-rescuing, fast, large local racing fleet. Wood mast and boom. Good for lakes and estuary. With trailer. Very good condition. \$775 or b/o. (415) 562-4012.

SANTANA 22, 1974 #665. Custom deck layout with lots of quality hardware. In excellent condition, ready to race or cruise. Must see to appreciate. Asking \$6,500. Call (1415) 947-1970.

J-24, 1978. Full set racing and cruising sails, spinnakers, fairer bottom and keel, sail comp digital compass, speedometer, etc. \$8,500 or b/o. Pat 435-3723.

1977 RANGER 23. \$8,500. Nice condition. Race equipped with almost new main, working jib and spinnaker. Low hours on Honda 5 hp o/b. Leaving Bay Area and must sell. (415) 364-7221 home or (415) 354-1626 work.

RANGER 23, 1975. Fully equipped, race rigging, very clean and well maintained. One of the best. Brickyard side tie. Asking \$8,950. (415) 526-4607.

ISLANDER BAHAMA 24-FT, '68. 3 sails w/reels, VHF, 6 hp, o/b, s/s bow & stern pulpits, head, galley, anchor. \$4,000 or b/o. (916) 929-9283, leave msg.

CAL 20. Great Bay boat. Well maintained. Never raced. 5 hp Evinrude, main, jib, new cushions, very clean. \$3,000 or b/o. Phone: (415) 672-1654.

RANGER 22. 2 mains, 5 jibs, spinnaker, 6 hp Johnson o/b. Loaded! Many extras!! Richmond berth. \$4,000. (415) 663-1500 eves.

ERICSON 23. I'm forced to sell my great little boat. She has a 6.5 hp Johnson o/b L/S 3 headsails, VHF radio, sleeps 4, ice box, sink, head, anchors. Berkeley berth. \$5,000 or b/o. Scott 459-1173 days or 472-0639 eves.

1981 MARTIN 242. 10 sails incl Mylar main, tape drive genoa, Mylar chute. Digital DS & KM, log, stereo. New Micron bottom, 4 hp Evinrude, Tandem axle trailer. *Fast!* PHRF 138, eats Moore's & J's for breakfast! \$9,500. Will deliver to S.F. (206) 547-8702.

O'DAY 19, 1980. High quality, agile, well cared for. Safe, ballasted - centerboarder can race, handle shoals, Bay winds. Sleeps 2 in cabin. Huge, useable cockpit. 2 jibs, main, 5 hp o/b, trailer. \$3,900. (415) 428-1228.

COLUMBIA CHALLENGER 24-FT 4". Better than new. Too much upgrade to list. Large cockpit for six. Terrific Bay boat. Active S.F. fleet. Sausalito berth. Must sell. \$5,500. W: (415) 453-8700 or H: (415) 456-6915.

FALMOUTH CUTTER 22-FT, LOA 30-FT. Lyle Hess Max-Mini world cruiser. Spinnaker, dsl, propane, AP, furling, head, VHF, RDF, depth, knot, Danforth, CQR. Excellent condition. \$32,500. (714) 682-4941.

COLUMBIA CHALLENGER with S.F. Marine Green berth. Excellent condition. Well equipped - Ready to race or cruise. 2 boat owner. \$4,000 or b/o. (415) 941-1682.

MOORE 24. Fresh water boat, excellent condition, trailer, o/b, many sails and extras. Now near Santa Cruz 4U2C. \$10,000. Call (408) 623-2532.

RANGER 23, 1974. Very well equipped for Bay and Delta cruising. Tabernacle mast (for getting under low bridges!) No blisters ever. July survey 1/89. Superb condition. \$9,800. (415) 851-7804.

RANGER 23, 1972. New main/jib. Good bottom, many sails/spin. Tabernacle mast. No wrecks. \$7,500 /offer. 453-4339.

VENTURE 24. 2 yr old Honda 10 hp w/generator, depth & KM, lifelines, 7 bags sails, 2 spinnakers, Halyards lead to cockpit. Good trailer. \$5,500. (916) 687-6333.

WEST WIGHT POTTER 15 MARK 2 #1233. Cockpit rails, 2 hp Suzuki o/b, Dilly tilt trailer, VHF, mast head light, AM/FM stereo cass., interior light, electric bilge pump. Reef points, good sails. Lots of extras. Excellent condition. Call (415) 359-6138.

RANGER 23. Great boat! Great deal! Assume loan - No down payment. Let's talk! Phone: 435-5640, leave msg.

J-24 SAILORS! Love the thrills and quick response of a J-24? Just a little tired of the porta-potti and no hdmr, the engine that takes a thousand pulls and crowding when you have three people? Try a custom 31-ft C&C racer - not the cabined cruising type, but a fully flush deck beauty with Volvo Penta dsl, rod rigging and 14 bags of sails! Dinghy performance with room to race and cruise in comfort and style - all for the price of a J-24. \$18,000 or b/o. Call Don at 524-8740 anytime.

25 TO 31 FEET

ISLANDER 28. Diesel 1982. Mint condition, excellent Bay boat. Furling jib, VHF, auto bilge pump, jiffy reefing, auto battery charger, Lewmar winches. \$29,750. Call Joel (415) 939-4242 or (415) 672-6586.

ISLANDER 29. Excellent full keel cruiser recently upgraded with Yanmar dsl. Good condition with DS, KM, VHF, 5 sails. Recent survey. Lies Berkeley. Asking \$12,995. Call (415) 235-0371.

ALBERG 30 (Custom). Whitby built. F/G. Excellent condition. New electronics (knot/log, wind, depth, VHF, circuitbreaker) and wiring; Imron topsides (white) 1984, 6 winches, 9 sails, 180, 150 (2), 110, 80 (new), spinnaker, reacher, two mains (old), fresh interior (paint, teak, countertops, uphols, new galley), rebuilt ('85) Greymarine 25 hp, hauled annually, freshwater boat until '86. Won Chicago-Mac in class '68 & '72. 2nd Plastic Classic '88. Berth K31 Marina Village YH. Race ready cruising! \$27,000. Call 865-4845.

"OFFERS ACCEPTED". '81 Niagra 35-ft. New rigging, excellent sails. Loaded with all the right stuff. Large head, galley & refrig. A dream to sail. Best boat in Bay. Liveaboard. Eves (415) 828-4880 - Two boat owner.

LANCER 30 MKII, 1978. Fully equipped, good condition. Yanmar dsl, main, jib, genoa, spinnaker, wheel steering, autopilot, VHF, KM, DS, stereo, h/c pressure water, new rigging, all teak interior. Many extras. \$28,000. Call Paul (415) 830-1353 eves or 866-7266 days.

SAN JUAN 28. Fast & comfortable roomy cruiser, i/b 4 w/low hours, VHF, DS, compass, 120% & 150% jibs, 6 winches, spinnaker pole. Very pretty. \$18,300. 383-0132.~



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MERIDIAN 26-FT SLOOP. Crealock design, 1969. Displacement 6,000 lbs, draft 4-ft, VHF, Danforth, compass, depth, 15 hp, head, stove, ice box, slips 5. Benicia Marina. \$6,000 or b/o or trade up 30-ft. (916) 823-5670.

EXCALIBUR 26-FT SLOOP, 1978. Excellent condition. Recent haul out. 20 hp Suzuki, teak interior, VHF, DF. Ocean or Bay cruiser. Call 591-8050.

CUSTOM MacGREGOR, 26-FT, 1988. Trailer, Evinrude 8 hp, new rudder, stainless gas tank, shore power, solo mounted winches. Better and safer than new '88 or '89. \$8,500 firm. Call Chris from 7 am-3:30 pm weekdays at (415) 822-8800.

ERICSON 29-FT. Compliment of sails including spinnaker, Atomic 4, VHF, depth, knot, stereo, cockpit cushions, ladder, 2 Danforth anchors, cockpit awning, full galley, sleeps 6. 1972. Excellent condition, professionally maintained. \$19,500. (415) 479-0852 after 6 p.m.

ERICSON 30, 1968. Recently installed rebuilt dsl. Fully Tabernacled with electric winch. Loran C, DS, stove with oven, sleeps to 6. One year slip available, Santa Cruz Harbor. 6+ hdsm. Comfortable liveaboard - Solid cruiser. \$28,500. Evenings (408) 462-5907.

CATALINA 27, 1985. Excellent condition, 14 hp Universal dsl. 110 jib and 150 genoa. Tiller pilot. DS, KM, VHF radio. Fully galley, marine head w/macerator. Slip located in Sausalito. \$22,950. (415) 229-1728.

26-FT S-2 SLOOP. Very clean. Center cockpit with 30-ft Marina Green (S.F.) berth. Full keel with North sails and spars. Wheel steering, dsl power, Nav station, 6' 1" hdsm. Recent survey. \$22,000. 564-3425 msg.

CAPE DORY MOTORSAILER, 30-FT, 1988. As new Westerbeke dsl 46 hp, 150 hrs. Roller furling main, club jib, genoa set-up. VHF, radar, Signs MartPak, dinghy, other extras. See Benicia. \$83,500. Stuart (707) 745-3978 eves or (415) 841-6699 days.

25-FT W.O. SHOCK 25. Hull #51. Just painted, new rudder fittings, in dry storage in Santa Cruz. \$2,000 or b/o. Must sell ASAP. Steve (408) 479-1637.

EXPRESS 27, #67, "HUMMER II". Perfect condition. 11 bags incl new Mylar/Kevlar main & 155. New Evinrude 4 hp. Single axle trailer. VHF, knot/log, solar charger. \$27,750. (209) 485-5353 wk or (209) 431-4945 home.

RANGER 26, 1974. Great looking and sailing Mull design. Excellent condition with New LPU hull and spars, 4 sails plus spinnaker, Honda, DS, KM and shore power. Much new. Ex-freshwater boat. \$11,200 or b/o. Also fiberglass pram \$125. (415) 558-8683.~

CATALINA 27, 1978. Clean & in great condition. Atomic 4 i/b, VHF, stereo, equalizer, KM, main, jib, genoa, painted mast, Tabernacle, anchor, shore power, 2 burner stove, marine head, sleeps 5, Comes w/Santa Cruz Harbor sublease. \$15,000. Kurt (408) 426-3233.

BODEGA 30 FULL KEEL F/G SLOOP. 3 sails. Keel-stepped mast, 2 cyl Volvo dsl, VHF, DS, KM, stereo, Shipmate stove/oven, heater. Sleeps six. 32-ft Coyote Pt berth. Good looking, easily handled cruiser. \$24,000 or ? (415) 344-3495 eves.

26-FT INTERNATIONAL FOLKBOAT. Great Bay and Ocean boat. Swedish built F/G in 1972 with factory installed Volvo MKI, 10 hp dsl, North sails, KM, DS, dodger. Coyote Point berth included. \$14,000. (415) 348-7779.

CAL 27. Former National Fleet Champion. Always in fresh water. 9.5 Evinrude motor, 5 sails, VHF, stereo, many spares and extras. Original owner asking \$11,850. Contact Art Mowry H: (209) 862-2058; W: (209) 862-3644.

1967 PEARSON ARIEL SAILBOAT. 26-ft. Good condition. Hauled and refinished bottom and topside. New sail cover, self-furling jib, 8 sails, 4 winches, active racing class, winner 1978. Sausalito berth. Good Bay boat. Great value at \$6,950. (415) 765-7310 bus. (Norm) or (415) 435-3797.

MERIT 25 "XANADU", 1984. Excellent condition, very clean and well maintained. Epoxy bottoms with Micron 33, full North sail inventory, o/b motor, trailer. \$15,000. Call Bill Glass at (702) 588-2724 days; (916) 577-2525 eves.

29-FT CRUISING SHARPIE, 1984. Cat yawl, free-standing masts, tanned sails. Prototype of Phil Bolger's Skillygalee design. 9.9 hp Johnson, awning, stereo, fully equipped. 16" draft, beachable, ideal Bay and Delta gunkholer. \$15,400. (415) 674-9518.~

YAMAHA 30 80/81. Yanmar dsl, 3 sails, VHF, KM. \$31,000. 686-4576.~

OLSON 30-FT. Must sell "Francis Who?", \$20,950, twice winner of Singlehanded Transpac, to make room for our new Newland 368 "Francis Who? Two". Call Frank Dinsmore (916) 962-3669 work, (916) 961-5944 home.

28 COLUMBIA SLOOP. 3 sails, Atomic, i/b. Recent bottom paint. Great Bay, family boat. Sleeps 4+, dinette, toilet, sink, 110 volt shore power. Needs painting & brightening. Priced at \$9,200. See at Berkeley Marina O-004. Stan (415) 964-7915.~

OFFERS ACCEPTED. Beautiful C&C 26. 5 sails, 2 like new, diesel, nice galley, standing headroom, lots of storage, fast pocket cruiser. Large head. Liveaboard? Call evenings (415) 828-4880. Epoxy bottom. 2 boat owner.

25-FT NORTHSTAR 500. "Raccoon Ruby", Replacement value \$39,000 - Asking \$9,800. Race or cruise. Atomic 4 i/b. Bought new boat, must sell old. Call Dan (415) 388-0990.~

ENGLISH BUILT 25-FT SLOOP, 1968. Full keel, F/G, dsl, log, AP, furling jib, new sails, VHF, RDF, 5-ft 6 in hdsm, sleeps 4, head, galley. Well equipped ocean veteran, strongly built for the North Sea. \$8,700. George (415) 527-5538.

30-FT SLOOP. Built in Holland by "Tripp". Heavy construction, F/G. Atomic 4 engine, roller jib (150%), roller reef, 6 sets of sails, DS, AP, direction finder, full keel, bottom new paint, sleeps 4. Fast, easy single handled. \$12,000. 1 (408) 722-3611, Pete Andersen.

CHEOY LEE 25. F/G hull, teak deck and cabin. Solid boat in need of TLC. \$8,500 or trade for Mendocino land. Located in Monterey - Will deliver to S.F. (408) 671-1348 evenings.

CORONADO 30. Heavy new spars, rigged for single handing. Jiffy reefing, VHF, depth, speed, compass, wheel, 4 sails incl spinnaker, new bottom, Palmer engine. Perfect Bay boat. Moved, must sell! \$16,800. (707) 994-2332 or (209) 836-5947.

ALBERG'S METISSE, 30-FT SLOOP. A family cruiser built to last. Safe, sturdy and comfortable. Easily handles by one or two people. Teak cabin, fiberglass hull. NEW Yanmar dsl engine. Well equipped. Berth 200 Richmond Marina Bay. A great boat. (415) 841-6962.

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CHEOY LEE BERMUDA 30 KETCH. Beautiful, strong, seakindly. Full keeled, F/G hull, 6 sails, dodger, generous ground tackle, holding plate refrigeration (engine & 110V), AP, VHF, VDO sumlog, DS, new bottom. Set up for single handing. Good Mexico boat. \$22,000. (415) 322-6439.

CATALINA 27, 1972. Outboard w/cockpit controls, customized liveaboard interior, chomping at the docklines for the Spring sailing season. Asking \$11,500. (415) 763-0564.

SOVEREIGN 30, 1984. Cutter rig, 3 solar panels, BBQ, propane stove/oven, refrig, battery charger, 60 gal water tank, lots of storage, clean liveaboard, extensive man-overboard equip, etc. \$37,000. Call Mark for more details. (415) 391-6331.

NEWPORT 30 MKIII, 1981. Coyote Pt. berth, 4 sails, VHF, KM, depth, WS/DR, Universal dsl, CNG, just hauled, exceptional. \$34,000 or b/o. Call owner at (415) 592-1857 or (415) 857-2091.

30-FT WILLARD, 1975. Vega Trawler, F/G, Perkins dsl 50 hp. Fully galley, custom interior, teak cabinets, sleeps 4, wood stove, carpeting, head, AP, DS, deck washdown, electric windlass, oil changer, battery charger, two 8D batteries, many extras!! \$25,500. (415) 456-1891.

COLUMBIA CHALLENGER. Choose from two. 3 time National Champion. Full compliment of North sails, recently purchased. Loaded. \$5,950. First time buyer. Full compliment of sails. \$3,500. Pat (209) 523-3582 or John (209) 473-3144.~

LANCER 25, 1978 SAILBOAT. Sleeps 5, has galley, self-contained head, 2 anchors, new 10 hp Honda o/b. Recently hauled, in Delta slip. Includes E-Z Loader trailer. Asking \$8,000. Call George (415) 367-9300 days or (415) 366-3051 eves.

C&C 27, 1974. Smart sailer in well kept shape. Diesel i/b, new cushions. A bargain at \$13,500 firm. Call Donald (408) 867-3156.~

CATALINA 27, 1985. 90% jib, 120% genoa, pedestal steering, Universal 14 hp dsl, fresh water cooled, Datamarine depth, knot log, digital marine radio, full galley, marine head w/ macerator, dual batteries, many extras. Boat is immaculate w/only 150 hrs. \$22,500. (415) 672-0940.

30-FT SAILBOAT HULL. Cold molded with bulkheads, hull fairied ready for paint. Performance cruising design. My building is coming down - Must move - Help! \$3,600 is 1/3 replacement cost. (415) 332-7269.

ERICSON 27, 1976. Atomic 4, Richmond berth, 90, 120, 150, RDF, DS, KM, VHF, Electra-San, wheel, 8/88 2 coats epoxy and bottom paint, many extras. Excellent cruising boat. Great condition. \$18,750. Call (707) 539-5870.

HUNTER 31, 1986. Ideal single hander, liveaboard. Hot/cold pressure water, shower, stove/oven, heater, charger, refrigeration, dsl, roller reefing, furling, anchors, line chain, all covered, epoxied when new. Asking \$44,900. Price reduced \$1,000/mo until sold. (415) 986-3079 msg.

ERICSON 29, 1978. Excellent condition! Yanmar dsl, wheel steering. Beautiful teak interior with extra rear quarter berth. New: stereo/cass with Inside & outside speakers, sail covers, compass, thruhulls & bottom paint. Stove, head w/shower, VHF, DS, RDF, knot/log, two anchors, good sail inventory with multi-colored spinnaker, whisker and much more. Must sell. \$22,500. Call Brian W: (415) 937-5433 or H: (415) 253-1258.

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CATALINA 27. Has only a few hours on a new engine. New rigging and main. Loaded with extras, AP, roller furling and more! Must sell to believe how clean it is. \$15,000 or b/o. Call Kirk at (415) 349-4676.

CATALINA 25, 1983 and Tandem axle trailer. Blue/gray deck, 150, 110, storm sail. Like new 10 hp elect start o/b. Morro Bay slip and Avila Bay Mooring avail. All "My Dreams" for \$13,900 or b/o. (805) 434-2372.

ERICSON 27. Yanmar, wheel, deluxe teak, new covers, bottom epoxy, North sails, very clean. \$20,000. Days: (415) 423-5288 after 6 p.m. or (415) 634-3938.

CATALINA 25, 1982. Tall rig, VHF, 9.9 Honda, depth, knot, pop-top, trailer, 3 jibs, 2 anchors, other extras. Excellent condition. \$14,100. (916) 891-4704.

1981 CATALINA 30. Good looks - Good equipment. Wheel, VHF, stereo, h/c pressure water, etc. Good value at \$24,500. Call (408) 225-2712.

OLSON 30. Original owner boat with eight bags of sails, Johnson 4 hp o/b, VHF, KM, compass, RDF, Barient winches, ground tackle and covers. Very clean! \$18,500 or b/o. (415) 523-4485.

RAWSON 30. Full keel sloop. Small cash down and take over payments. New IMRON paint, Impulse digital DS, Aries windvane, boom brake, Autohelm AP, refrigerator, VHF, SSB receiver, 110V converter, 7 sails, dual headstays, all lines aft, sleeps 7, needs engine work. Great voyager! Will consider small trailerable in lieu of cash. After 6 pm call (415) 398-2019.

RANGER 26. Mariner, Hull 1971, Rigging & spars 1981. Jiffy reefing, new Nissan 8 hp o/b, electric starter, cockpit controls, VHF, KM, Autohelm, DS, compass, extra sails. Reduced to \$8,900. (415) 388-6685.

U2-25, 1983. Like new, located at Clearlake. Fixed, deep keel. 15 hp OMC Saildrive. Enclosed head, galley, teak & holly sole, sleeps 5. Roller furling, compass, KM & DS. Great Bay or Lake boat. \$11,950/offer. Call (415) 335-2567.

CAL 28, 1968. One owner, good condition. Highlights: Atomic 4, V-Drive, Barient #22 winches, 5 sails, dodger, aluminum spreaders, 2 anchors, VHF radio, bilge pump, other extras. Recent bottom paint, new headstay. \$12,000 or b/o. Call (415) 494-3256.

NEWPORT 30 - PHASE II, 1976. 12 hp dsl, VHF radio, shore power and phone, instruments, CNG stove. Comes with 7 sails including two spinnakers. Great condition. I'm moving and must sell \$28,000. Weekdays (415) 973-5282.

MERIDIAN 26. Great Bay sailing in this full keel, F/G pocket cruiser. Good condition, well equipped including: o/b, compass, electrical, extra sails. Heartbreak to sell. Sausalito berth. \$8,000 or b/o. Call after 5:00 or leave message at (415) 323-3151.

27-FT FIBERGLASS KETCH. 1967 Privateer built by Kenner, designed by Gilmer. Volvo 10 hp, fresh water flesh, all new rigging, self-tending jib, full galley, cover, s/s radio, shore phone, depth gauge, 2 compasses, 3 anchors, 5 sails, 50 gal water tank, 20 oil, C.G. inspected, sleeps 5 and 3 children, 2 life preservers, guard rail, pulpit, boarding ladder, double cockpit. The most beautiful full-hulled sea going yacht in the Bay, needs someone to love her traditional lines and history. Monterey bow. \$16,500 or b/o. 23-23 Coyote Point. 348-3427 or 344-0431.

CLASSIC 30-FT TAHITI KETCH. Professionally built, surveyed and insured - dsl engine. Cruise the world or liveaboard. Must sell! \$17,000/offers. (415) 845-9149.

26-FT BALBOA w/trailer. 1974 Lyle Hess design. Good condition. 3 sails, 9.9 Johnson o/b, 2 burner alcohol stove, porta-potti, hard chime dinghy & more. Sleeps 5. \$7,500 or b/o. (408) 423-6529 or (408) 429-1056.~

NEWPORT 30 II-T, 1977. Top condition with custom teak cockpit, wheel, full cruising gear including Avon dinghy, self-tending jib, VHF, compass, DS, KM, fore & aft anchors, 4 sails, refrigeration, cockpit cushions & much more. Berthed Alameda. \$33,000. (415) 493-4619.

COLUMBIA 26 MKII. Strong, stiff, fiberglass Bay cruiser. Large cabin, sleeps 5. Stove, enclosed head with sink, porta-potti, cockpit cushions. Spinnaker, 4 jibs, 2 anchors, heavy rigging, 6 winches, lifelines, new traveler. Upwind Berkeley berth. \$4,650. Call Bob at (415) 526-2522.

30-FT HIGH PERFORMANCE CRUISER. Very clean. Double spreader rig, Yanmar dsl, VHF, depth and Autohelm 1000. Beautifully trimmed in teak and Brunzel interior. Small class racing from Santa Cruz berth. \$26,500. (408) 338-4859.

1983 HUNTER 30. Yanmar dsl, depth & speed, refrigeration and new bottom paint. Very fast boat at a quick sale price of \$28,500. Call (916) 966-6473 eves or see at Dock 18, Spinnaker Way, Marina Bay, Richmond any weekend.

NEWPORT 30 MK III SLOOP, 1985. Universal dsl, 3 sails, club jib, VHF, KM, compass, depth, wind speed/direction. Excellent Bay cruiser with extras. \$35,500/offer. By owner. (415) 941-1172.

30-FT YANKEE ONE-DESIGN SLOOP Herreshoff-Stone built. Mahog/oak. Excellent condition. Cockpit seats 6 on teak park benches, full compliment of sails, roller furler jib, 3/4 cover. A racing classic that a real sailor can appreciate! \$14,000. (415) 949-4229 eves.

HUNTER 31, 1983. Excellent condition. Main, genoa, 2 jibs, KM, DS, wind inst, RDF, many more extras. 13 hp dsl. \$38,000. Call (707) 823-9669.

COLUMBIA 26 MK III, 1970. Halyards led aft, spin, main, jib, Honda 10 hp w/alternator, refrigeration, VHF, DS, compass, a/c wired, marine head and/or porta-potti, stereo, cockpit cushions, 2 anchors, 2 fuel tanks, boarding ladder, tiller extension, kero lamp. \$7,600 or b/o. Call 332-7521.

CAL 25. Very good condition. Full sails, Berkeley berth, o/b, built-in head. New LPU topsides, VHF radio, compass. Free haulout with sale. Priced to sell at \$3,750. Call (415) 528-5533 - 5529.

26-FT FRISCO FLYER SLOOP MK III. Aluminum spars, Volvo dsl, F/G hull, teak decks, fathometer. Beautifully maintained with new bottom job. Ready to sail away. Motivated seller asks \$10,000 or b/o. Located Berkeley Marina M224 or leave message (415) 524-1131.

OLSON 30. 2 spinnakers, three new jibs, VHF, equipped for racing, 6 hp o/b, new LPU paint. \$18,500 or b/o. Call Maria 865-5961 or 444-3188 ext. 213.

OLSON 30, 1983. Join the S.F. Bay One-Design Fleet. Low down and easy monthly payments upon A.O.C. Excellent condition and loaded with equipment for racing or cruising. Buying larger boat! Days: (415) 932-2900 ext 225 or eves: (415) 284-1537.

ISLANDER 30, 1974. Clean, beautiful teak interior. Lots of sails. Engine needs work, otherwise in great shape. Only \$17,500. Leave msg (408) 662-2334.

LANCER 30 SLOOP, 1981. Roller furling jib, pedestal steering, i/b Yanmar, KM, DS, VHF-FM, pressurized water. Excellent condition, low mileage. We want to sell this boat! Call Mark at (408) 432-1940.

26-FT CUSTOM INTERNATIONAL Folkboat. A serious ocean voyager, built and equipped to yacht standards. Five page equipment list includes monitor vane, SatNav, desalinator, five headsails. Ready to cruise. Call (415) 865-4306.

CATALINA 27, 1980. Diesel, full race, 2 spd winches, VHF, stereo, DS speedo, head w/ holding tank, cockpit cushions, two batt, class champ. all lines aft. Excellent condition. \$17,000 or b/o. (415) 567-0788. Original owner, TLC.

HERRESHOFF H-28 KETCH. Documented. *Sacrifice* - Bought larger boat. All teak, no rot. Go anywhere, affordable cruising. Priced well under survey at \$9,950. Call for equipment and details. (415) 381-0334, eves 237-3771.

COLUMBIA 26 MK II. Great buy. New since we bought: \$1,400 sails, \$1,400 Seagull, \$2,000 prof paint. KM, DS, slips 5, enc. head. Stiff, dry, excellent Bay boat. Over \$13,000 invested. Sausalito berth. \$7,400 or b/o. (916) 428-2311.

ISLANDER 28 CRUISER/RACER, outstanding condition, 6 bags sails, DS, KM, compass, VHF, Volvo dsl, folding prop, all lines led aft, 8 Barients, stove, head, sleeps 6, standing hdrrm, 110 AC, race rigged. See to appreciate. \$23,500. 571-1092 evenings.

YAMAHA 25-II, 1978. Excellent condition, reliable, clean. Inboard dsl, stove, 5+ sails including spinnaker, fully equiped with VHF, DS, KT, cushions to sleep 5 (crowded), many extras, highest quality, dean Bay cruiser and casual racer. \$15,500. See at Emeryville. Call George at (415) 772-6004 or 525-1935.

CAL 25, 1986. Good condition. 6 hp Johnson Saildrive o/b, Oakland berth. \$3,000 or b/o. Call 342-8484 after 5 p.m.

OLSON 25, 1986. Impeccably maintained, better than new racer/cruiser. Most equipment is upgraded to owners exacting standards - Many sails, #28 Barlow ST primaries, Datamine knot/log, 8 hp Suzuki, etc. Extremely competitive under IMS or cruise the Delta fast. \$23,000. (415) 223-1116.

CATALINA 25, 1979. Very clean. Full keel, pop-top & cover, sleeps 5, VHF, DS, compass, main, 110%, 150%, spinnaker + gear, 2 spd winches, Honda 7.5 hp o/b, lots of extra gear. Must sell due to illness. Asking \$11,900. (707) 252-1287.

COLUMBIA 26, MK I, 1963. Atomic 4, new main, great for local cruising or liveaboard. \$11,500. Janet 865-5471 or 465-3392 msg.

ISLANDER 28, 1978. Wheel, 4 cyl, gas. Exc condition. Teak Interior, Emeryville berth. Priced to sell at \$24,500. Call 254-1301 or 254-7270.

SANTANA 30/30 GP, 1983. Excellent condition. Volvo dsl, Signet 1000/2000, Loran, AP, more. Great racer/cruiser. Must sell. \$35,000 or b/o. (619) 546-8217.

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H-28. Winner of Lyle Galloway Trophy. Cruised equipped (i.e., extensive ground tackle, Autohelm 2000, 2-spd self-tailing winches, rail dodger) Re-rigged from keel bolts to mast head. Full boat cover. \$20,000. Call evenings 331-2612.

ERICSON 29. Very clean Bay/Delta/Coastal cruiser/liveaboard. Shore power, 110 refrigeration, hot water. VHF, DS, KM, AM/FM. Bow/stern anchors. Blue Acrilan covers/dodger. Custom woodwork. All lines led aft. Very roomy, sleeps 4-6. \$19,342 (negotiable). (415) 332-0218.

COLUMBIA 26 MKII. Excellent Bay sailer. Sails 5. Two-burner stove. New 7 1/2 hp o/b. Has compass, VHF radio, lifelines, etc. \$7,500. Sail into downwind Berkeley berth. Call (415) 284-7547.

C&C 30, 1979. 4 sails, Yanmar dsl, Barient wheel, Instruments, press water, RDF, VHF, alcohol stove/oven and more! \$34,000. (415) 521-7775.

CATALINA 27-FT, 1971. Roller furling w/ 130% Sobstad sail, radio telephone, Datamarine DF, marine head, dinette, new cushions, carpeting on sole, sail cover, anchors, etc. Outboard, 1984, Evinrude, 15 hp electric start w/generator, charger. \$90 Marina berth. \$9,000 or b/o. (415) 453-1843.

1975 BUCCANEER - 27-FT SLOOP. Excellent condition, shoal keel, galv Tandem trailer, 4-6 berths, sep shower, head, full cover, 15 hp i/b, 3 bags sails, main, jib & 150 genoa with cover, Farnet jib furling, AP, self-tailing winches. Oakland berth. \$15,000. John (415) 937-4190.

26-FT COLUMBIA MARK I, 1963. Ready for cruising, excellent shape. 25# plow, windlass, gallows, dodger, bronze port lights, VHF, i/b dsl, 11 hp, new paint, mast, deck, remodeled inter. \$18,000. (714) 661-7353, Bob.

CHEOY LEE OFFSHORE 27, 1972. Excellent condition, original owner, Mexico veteran, new Volvo dsl, shaft, prop, expanded HD-electrical, roller furling, 6 sails, cutter rig, boom gallows, dodger, weather cloths, suncovers, Monitor, AP, nav equipment, spare parts, etc. \$19,000. (415) 726-0312.

NEWPORT 28 II, 1985. Sobstad sails, club jib, 2 cyl dsl, wheel, epoxy bottom, DF, Autohelm, VHF, compass, comfortable interior with many amenities, well-maintained. Arthritis forces sale of this fast and sturdy boat. \$26,000 by owner. (707) 745-8627.

26-FT MARIEHOLM International Folkboat. Main, jib & genoa, 9.9 Evinrude, VHF, DS, KL, clock, barometer, Origo stove, Danforth anchor, sail covers & dodger, recent epoxied bottom. Excellent condition. Upwind Berkeley berth. \$11,000. (916) 966-4228.

READY FOR CATALINA, CAL 29, MORA Long Distance Races Veteran. New oversize rigging, 95, 110, 130, 150 Mylar, 2 mains, new spinnaker, Loran RDF, depth, VHF, 2 Autohelms, wind-point, close hauled, anemometer, KM, log, Avon 4-man, custom cover. \$25,000. (415) 892-9798.

CAL 2-27, 1976. Competitive One-Design Class racer. Micron bottom, folding prop, spinnaker, etc. All lines lead aft for short handed sailing. VHF, DS, KM. Good shape. \$18,000. (415) 654-8082.

CLIPPER MARINE 30. Sleeps 6, head, galley, new bottom, new 150 genoa, VHF, depth, elect start Yamaha & more. Ready to sail. Reduced to sell - \$7,500 firm. Humboldt Bay (707) 445-1766 eves.

26-FT F/G SLOOP. Full keel, dsl, roller reefing, 200' 5/16" chain, 22S anchor, electric windlass, Loran, VHF, RDF, DS, EPIRB, Autohelm, dodger, dinghy with o/b, spare parts, 3 axle trailer. Extensively cruised Canada & Alaska. \$15,000 firm. (702) 463-4366.

RANGER 29. Fast, dry, easy to handle (lines led aft), Bay racer/cruiser. 5 sails and full spinnaker gear. Recently replaced Atomic 4. Overall in good cond. \$16,500, Nick wkds: (415) 723-7526, eves: (415) 367-7822.

RANGER 26. \$10,400 or b/o. Good condition with fresh bottom. Rigged for single handed sailing for racing or cruising in Bay. VHF, DS, digital KM, spinnaker, dual compasses, 10 hp o/b w/generator. Call Larry (415) 784-7046 or (415) 881-5560 eves.

MacGREGOR 25. 1984 9.9 hp Evinrude, compass, CB, Loch Lomond berth. Ready to go - Great condition. Great price, \$5,900. Days: (415) 924-8398, nights 924-4261.

26-FT THUNDERBIRD SLOOP. \$1,000 cash. Basically ok, needs some work. Sails \$200. Good Evinrude 6 hp \$300. All for \$1,250. (415) 868-2909 morns & eves.

COLUMBIA 30, 1973. Excellent condition. Palmer 27 hp gas, 3 jibs & spinnaker, VHF, knot, depth, stereo, new interior, Sausalito berth. \$16,000. (916) 920-1276.

CHUCK BURNS BODEGA 30. Custom offshore cruising auxiliary cutter. Two South Pacific ventures. Much proven equipment and much new, including main and roller reefing genoa. Provision and go, seriously. \$42,000. Berth 72, Pelican Harbour, Sausalito. Call Chris at 626-1000 or 332-7710.

COLUMBIA 28. Very clean, 110 & 135 jibs, 16 hp Volvo dsl, two anchors, dual batteries, shore power, self-contained head, galley, compass, VHF, depth, knots, full cushions, life rail, sleeps 6, many extras, roomy, Sausalito sleep. Photo & equip list available. \$12,500. (415) 459-8066.

CATALINA 27, 1978. 150, 125, main with double jiffy reef, spinnaker. All gauges and instruments. 30 hp i/b. Very clean - Very well maintained. New bottom paint. Ideal Bay/Delta cruiser. \$13,500. Call for complete inventory. (415) 925-3208 or (415) 971-2597 eves.

26-FT PACIFIC CLIPPER. Classic Cheoy Lee wooden boat. Excellent condition, varnished hull, enw Yanmar dsl. Main, jib, genoa, spinnaker, radio, dinghy, Sausalito berth. A beautiful, unique sailboat that sails as well as it looks. \$12,500 or b/o. (415) 364-8350.

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38-FT FARALLON CLIPPER. Designed and built by Stephens to best standards, 1961. Honduras mahogany over oak keel and frames. Immaculate condition. Very fast. Loaded with extras. Very able in all conditions. Ready to go anywhere. A steal at \$27,500. (415) 363-4260 days.

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1988 35-FT ULTRALIGHT. Classic lines, professional cold molded wood construction. Basic boat, no extras. Rates 90 PHRF. See picture Feb. Issue *Sailing* pgs 66-67. Best offer by May. Don (916) 583-2263 or 525-6403.

1982 TAYANA 37. Great cruiser/liveaboard. Warm teak finish interior/exterior. Excellent condition. Refrigerator, LPG, stove/oven, dodger, spinnaker, electronics, extras. No serious offer refused. Call (415) 482-4512 or (206) 283-2936.

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SANTANA 35. "Dream Machine". 1987 National Champion. Ultra prime 40-ft berth St. Francis. \$30,000 spent in '87 on new mast, rudder, keel, engine, sails, A1+ shape, recent survey. Must see & sail. Asking \$49,500. (415) 366-9211 or 854-3567.

HUNTER 33, 1980 SLOOP. Diesel, log, DS, VHF, wheel, ground tackle, nav station, galley, head w/shower, pressure water, 110V dockside power for water heater. Functional cabin layout. \$29,950/offer. Leave message at (415) 937-5297.

LANDFALL 39 PH CUTTER. Ready to cruise/liveaboard. Three cabins sleep six, workshop, 5 sails, dsl stove, Avon canister, radar, Loran, AP, 2 DS, AWI, VHF, refrigeration, TDX, separate shower, inverter, teak interior/decks, 70 hp dsl, more. Asking \$72,000 or b/o. Call (707) 578-1004.

1984 CATALINA 36 with Monterey slip or Santa Cruz sublet. Epoxy bottom, black anodized mast, covers, dodger, every liveaboard feature including telephone. VHF, DS, WD, WS. Cruising at its best. For information call evenings (408) 476-2039, (408) 479-9861. \$55,000 or b/o - trade??

32-FT COLUMBIA 9.6. Double-reef main, 110, 130, 150, spinnaker. Volvo dsl, sleeps 6, roomy 6-ft hdmr, teak cabin, galley, pressure water, VHF, compass, knot, depth, electric/manual pumps, shore power. Book value \$34,000. Leaving Bay Area, asking \$25,000. Urgent! (415) 864-8535.~

INGRID 38 BLUE WATER KETCH, 1977. Cruise/liveaboard. Aries vane, AP, Loran, good electronics, ground tackle, dinghy w/ Seagull, much more. Beautiful teak interior. Refrig/freezer, fireplace, new cushions. Very strong F/G hull (no blisters). Valued at \$120,000. Quick sale \$68,500. Eves (408) 251-2856.

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CHEOY LEE 40 MID-SHIP KETCH. Luders design, 1977. Beautiful and spacious. Perkins 50 hp dsl. Perfect for cruising or liveaboard. 2 heads, 2 showers, 2 refrigerators, microwave, stereo, full galley, BBQ, teak interior and decks, dinghy on davits. Priced to sell at \$89,000. Call (415) 331-5509.

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46-FT SEA STAR CUTTER. This beautiful fully equipped 1984 wheelhouse sailboat is just perfect for the liveaboard or Ocean/Bay cruiser. It has Lehman-Ford dsl (85 hp), twin 115 gal fuel tanks, 300 gal water tanks, pressurized h/c water, two heads each w/showers, refrigeration, stove/oven, microwave, VHF, Loran, Autohelm, SR Mariner nav 5 stations in wheelhouse and cockpit, furling jib, etc., etc. Price to sell quickly at \$142,500. Call Steve at (408) 446-2941.

45-FT KETCH. *Desperate - Must Sell.* Steel hull & decks, teak/mahogany interior, mahogany trim exterior. Needs masts, rigging & sails. Great liveaboard, real potential. \$28,000 or b/o. Call, leave msg for Jay at (415) 282-3504.

42-FT 1912 GAFF CUTTER. Built in England. Pitchpine on oak. 2 1/2 circumnavigations under present owner (for 17 years - fifth since new!). Import duty paid. Perkins 4-108 dsl, hull, sails, rigging all excellent condition. VHF & RDF. Needs some cosmetics. \$20,000 firm. (415) 346-8004.

NEWPORT 41-FT, C&C DESIGNED, F/G sloop rig. Cruiser/liveaboard, full sail inventory/spinnaker, Westerbeke dsl, dsl heater, refrig, 3 burner stove, oven, head, liferaft, folding/standard props, new Micron bottom, electric windlass, anchor and chain. Much loved boat! Must sell! \$59,500 or trade. (707) 448-2488.

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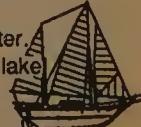
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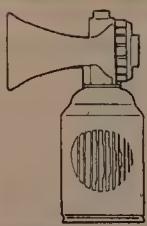
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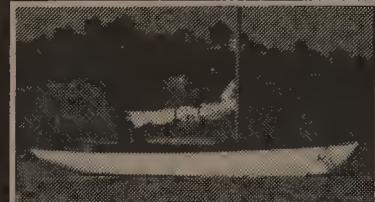
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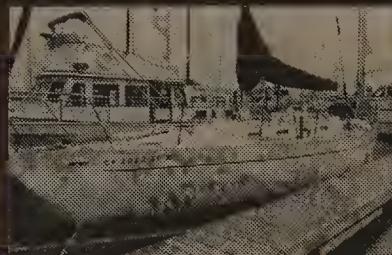
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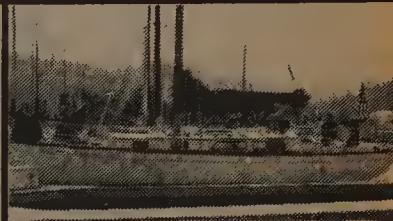
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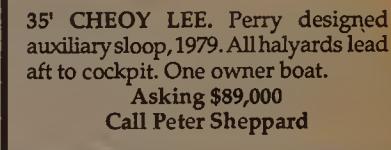
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25' Hunter	1982	13,900.00
26' Ariel	1964	10,500.00
26' Cheoy Lee Frisco Flyer	1967	13,500.00
27' Vega sloop	1972	22,000.00
28' Cal 28	1967	13,000.00
29' Bristol	1967	17,500.00
29' Cal 2-29	1975	25,500.00
30' Pearson	1978	27,500.00
31' Mariner Ketch	1969	34,500.00
32' Traveller	2 available	76,771 frm 49,500.00
32' Westsail	1974	45,000.00
36' Islander	1976	51,000.00
36' Luders Yawl	2 available	76,771 frm 49,000.00
36' Yamaha 36	1981	69,500.00
37' Islander Pilothouse M/S	1970	57,000.00
37' Rafiki Cutter	1980	80,000.00
38' Bristol 38 Sloop	1968	40,000.00
38' Morgan 382 Sloop	1972	61,000.00
39' Freya	2 available	78,801 frm 79,500.00
40' Cheoy Lee Midshipman Ketch	1975	79,500.00
41' "Sea Tiger" Ketch	1972	79,500.00
41' King's Legend Cruiser	1985	89,500.00
42' Pearson 424 Ketch	1980	112,000.00
45' Lancer M/S	1983	159,500.00
32' Scheel Sloop	1966	18,500.00
33' Gaff-head Cutter "STORNOWAY"	1926	24,000.00
35' Cheoy Lee "Lion" Sloop	1956	38,000.00
64' "SPRAY" Yawl	1980	60,000.00
27' Chris Craft Cavalier	1961	5,500.00
34' Baltzer "Down Easter"	1948	18,000.00
34' Fairliner 330	1966	18,000.00
35' Fairlane	1960	5,500.00
37' Hunter Sedan	1955	10,500.00
59' Chris Craft Constellation	1966	169,000.00

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30' CATALINA
1983 — Diesel wheel or tiller!
Just in time for summer.
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24' CAL 2-24 1968.	A giveaway at	\$3,900
24' LAPWORTH 1960.	Classic Plastic	\$8,500
25' TANZER 1978.	With autopilot	Only \$10,000
28' TARTAN 1986.	Top of the line	\$48,000
29' GULF 1985.	Two station steering	\$35,000
30' CATALINA 1983.	Diesel	\$34,700
32' COLUMBIA 1975	Owner Asking For Offers!	
32' CORONADO 1973	Center cockpit	Repo — Make Offer
37' IRWIN 1980.	Center cockpit	\$59,000
41' NEWPORT 1978.	Above average condition	\$67,000

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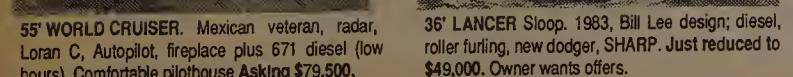
'QUARK'. The ultimate small cruising sailboat — ideal for singlehander or couple. Crossed Pacific and back — she's ready to go! \$42,000.



62' STEEL HARTOG Ketch. Commissioned 1979. Bluewater cruising capability. Lehman diesel, radar, Loran, SatNav, Autopilot, wind generator. \$195,000.



55' WORLD CRUISER. Mexican veteran, radar, Loran C, Autopilot, fireplace plus 671 diesel (low hours). Comfortable pilothouse. Asking \$79,500.

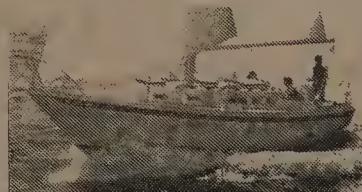


36' LANCER Sloop. 1983, Bill Lee design; diesel, roller furling, new dodger, SHARP. Just reduced to \$49,000. Owner wants offers.



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DIESEL AUXILIARY, LOAEOE W/GEAR & ELECTRONICS INCL. PILOT. \$140.00 BERTH INCLUDES LIVEABOARD, GYM & SWIM FACILITIES. ASKING \$47,500



30' FISHER

TRANSATLANTIC VET. BRISTOL COND, ROOMY LIVEBOARD; OWNER READY FOR AN OFFER. ASKING \$55,000



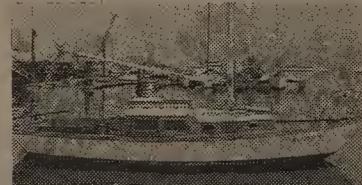
30' BUCCANEER

GARDEN DESIGN. DESIGN AUXILIARY, HUGE INTERIOR, IDEAL LIVEBOARD. OUT-OF-STATE OWNER WANTS AN OFFER. ASKING \$22,000/OFFERS.



28' ISLANDER

WHEELSTEERING, I/B AUXILIARY, IDEAL BAY/COASTAL CRUISER. ASKING \$18,500/OFFERS.



27' CHEOY LEE

FRISCO FLYER. FIBERGLASS AND TEAK, NEW INBOARD DIESEL. TRY \$7,000.



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43' MATTHEWS CRUISER

1963. Twin cots. We suggest you call immediately for more information — this vessel is in excellent condition and is indeed a pleasure to inspect. \$80,000.



36' GRAND BANKS

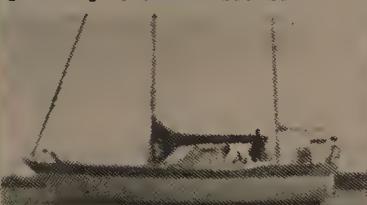
1963. Twin dsls, 540 hrs, sleeps 6, radar, Loran, VHF, 110v space inverter, electric windlass, 2 staterooms, hot showers, stereo, microwave, gas stove w/oven, Avon w/motor. All convos. Bristol condition. Original owner. \$153,500.

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1969 57' CHRIS CRAFT M/Y	\$195,000	1965 43' MATTHEWS	\$80,000
1950 52' STEPHENS	\$83,500	1984 42' UNIFLITE	\$149,000
1982 50' ALBIN TRWL'R	\$165,000	1986 42' PT M/Y	\$172,000
1985 49' ALASKAN TRWL'R	\$169,000	1979 41' PT TRAWLER	\$105,000
1962 47' MCQUEEN TRWL'R	\$72,500	1985 41' PT M/Y	\$168,00
1986 46' PT. M/Y	\$235,000	1971 38' HATTERAS	\$79,500
1984 44' DEFEVER	\$205,000	1982 37' BELT TRAWLER	\$97,500
1978 44' MARIN TRADER	\$137,000	1983 36' GRAND BANKS	\$153,000
1971 44' STRIKER	\$150,000	1985 34' SILVERTON	\$72,500
1972 44' GULFSTAR	\$172,000	1987 29' CRUISER INC.	\$68,500
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COLUMBIA 33 3rd Overall in Plastic Classic Regatta w/honors for interior & easiest to single-hand. Asking \$29,000.

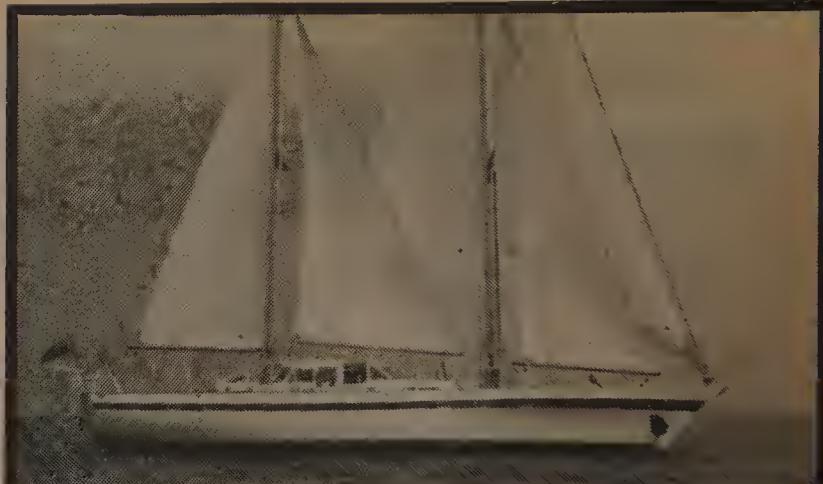
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BROKERAGE

	OFFERS
43' AMPHITRITE	\$35,000
42' YORKTOWN, VERY NICE, DIESEL	
38' MORGAN, 1985, (2) CRUISING EQUIPT	MUST SELL/MAKE OFFER
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37' ELITE, 1983	\$82,500
37' TAYANA CUTTER, 1977	\$72,000
37' AMPHORA, WAUQUEZ CRUISING KETCH, '76	INQUIRE
37' O'DAY CNTR COCKPIT, 1979 (2 TO CHOOSE) FROM	\$53,000
37' RANGER, 1973	\$47,000
36' CS, 1981	\$74,500
34' ISLANDER, 1975	INQUIRE
32' C&C, 1980 (REDUCED)	\$39,500
32' LARSEN, DANISH WOOD SLOOP, DSL ENG	\$29,000
31' CAPE GEORGE CUTTER, 1985	\$85,000
31' DUFOUR 3800, FRERS DESIGN	ASKING \$45,000
30' YANKEE MKII, 1972	ASKING \$27,000
30' PEARSON 303, 1983	ASKING \$44,000
30' MORGAN MKII, 1972	\$26,000
29' DUTCH SLOOP, 1932	\$8,500
29' ERICSON, 1976	\$24,000

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If you are in the market for a great yacht, power or sail, you must see this one — when you do, ask us to put up the hammock.

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• 23'5 Cape Dory	\$12,000	32' Ericson.....	25,000
• 29' Ranger.....	24,950	32' Fuji.....	45,000
• 29' Cal.....	18,500	33' Columbia.....	29,000
29' Cal 29.....	24,500	33' Newport.....	49,500
• 30' Cal 2-30	22,000	35' Bristol 2 Frm.....	59,000
• 30' Carter	32,000	35' Coronado	48,000
• 32' Alden M/Sailor	43,000	36' Islander.....	57,500

OFFSHORE CRUISERS

• 27' Nor'Sea	49,000	36' Yamaha	69,000
• 30' Amazon	57,000	38' Alden Challenger	59,800
30' Fisher	50,000	38' Alajuela.....	80,000
• 31' Cheoy Lee 2Fr	27,500	38' Ingrid 38.....	79,000*
32' Atkins	59,500	39' Cal 2 Frm	49,500
32' Rival	53,000	* 40' Valiant	129,000
• 33' Vanguard.....	20,000	* 41' Kings Legend	85,500
34' Peterson.....	44,950	* 41' Cheoy Lee	89,500
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26' C & C 26	25,000	38' C & C	76,500
• 27' C & C 27	23,500	40' Wilderness	79,500
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• 31' Peterson 1/2T.....	33,500	36' Peterson	62,500
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• 23' Ericson.....	6500	• 25' U.S. 25	10,500
• 23' Ranger	9,500	25' Catalina.....	14,900
• 24' Bristol	10,000	* 27' Catalina	24,500
25' Cape Dory	12,000	* 27' Catalina O/B	13,500
25' Yamaha	16,500	27' Sun 27	17,000
• 25' Cal.....	6,500	* 28' Cal	12,500
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18' SunRunner	8,900	* 38' PT 38.....	88,500
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32' Owens	22,500		
36' Trojan 36 S.F.....	36,500		

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A very highly respected and efficient Sailing Vessel built to demanding standards.
\$50,000.



AMAZON 30

The elegant lines of a modern cruiser yet uncompromisingly crafted of solid steel. She's an ideal cruising boat for someone who wants to go far in comfort and safety. \$57,000.



62 FT STEEL KETCH

Strong and sturdy South Pacific Veteran, this comfortable, well appointed cruiser is ready to go. Steel construction and extensively equipped, have a look. \$195,000



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BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. Asking \$120,000.



38' GOLDEN STAR

1985. Twin 200hp Perkins provide 15 knot cruise, owners queen aft, shows like 1989. Only 90 hours. Asking \$127,500.



52' DeFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins - holds 3,000 gal fuel, 1,000 gal water! She's ready if you are - if you're not, we have other Bay and Delta types for you. Asking \$225,000.



35' BERTRAM

1972/84 Twin cats, generators, cruise 18 knots, sleeps two, fishes six. All the toys! Asking \$115,000.

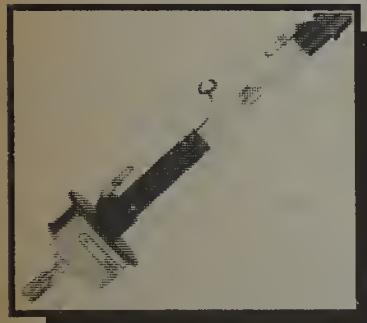


PT 52

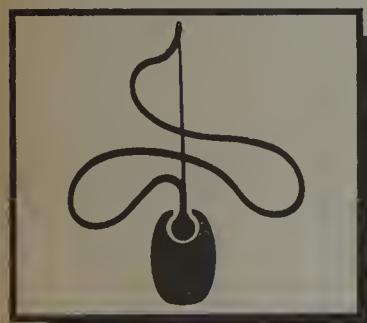
Motoryacht. With Twin 300 Cummins, generator, 2-3-4 state-rooms, two heads, two showers, delivered San Francisco. \$295,000.

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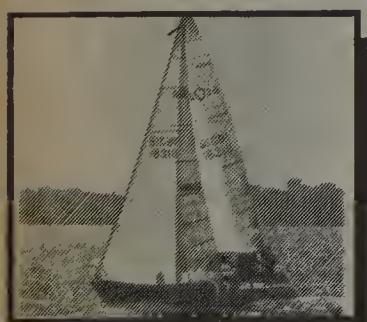
HOW IS ALL THIS INNOVATION IN SAILING GOING TO HELP YOU? We've heard a lot about hundreds of innovations in sailing in the last few years — winged keels, unstayed spars, riblets and tiplets, computer aided design (CAD) — to name just a few. What can you and your sailmaker (read "Larsen") do with all this to make your sailing easier and more fun? Some suggestions.



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DUTCHMAN-SAIL HANDLING SYSTEM — The finest stowing system for any mainsail. Again Larsen makes it easy by converting your current mainsail or building a new one. We'll pick up and install it at your slip.



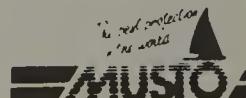
CAD/CAM — COMPUTER AIDED DESIGN/COMPUTER AIDED MANUFACTURING — New shapes for your sails off of Larsen's computer design programs, translated to exact shapes by Larsen's laser plotter, the first one of its kind with a West Coast Sailmaker.

WHAT ELSE? Full batten mains make sailing quieter, lengthens the life of the sail, makes it easier to furl and improves the shape. New fabrics for more efficient, more durable sails.

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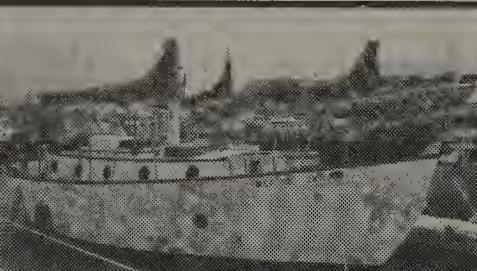
1979 SCYLLA (SWIFT) 36' KETCH

An aft cabin cruiser built to Lloyd's specifications. Includes autopilot, Loran, r/c, propane, plus more. Ideal as a liveaboard and coastal cruiser. Asking \$68,000.



1984 CAPE DORY 31' CUTTER

Everything the seller puts this on the market, he'd fall in love again and take it off. This time he's serious! Won't be here long at this price! \$59,500.

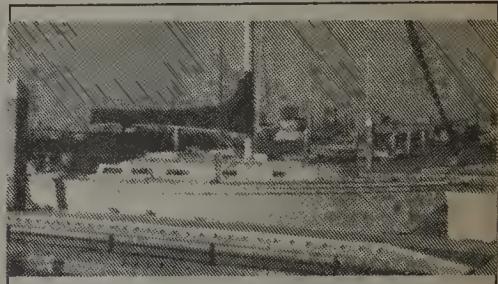


1979 RAFIKI 37' CUTTER

Having wintered in San Francisco, this full keel traditional cutter would like to spend the summer with a new owner in preparation for a trip to Mexico, but she has to be sold first. Asking \$69,500.

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IF WE CAN'T SELL YOUR
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THIS IS A LIMITED, ONE-
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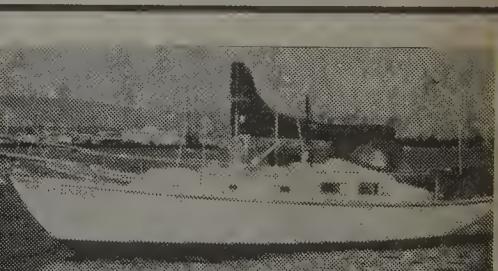
1985 PEARSON 36'

This late model features enclosed aft cabin dbl berth w/aff head; roomy, efficient interior, tastefully decorated; well maintained. She leaves a long lasting impression. Asking \$84,900.



1979 ISLANDER BAHAMA 30

A roomy, comfortable interior in a popular 30 footer with wheel and diesel make this a very nice weekend cruiser and, with the price just reduced, very affordable as well. Asking is now \$32,000.



1976 CAVALIER 39'

Built by the Kiwi's son. This is a sailort cruiser equipped with SSB, autopilot, windvane, dinghy, plus much more. Seller is anxious. Now \$65,000.



1988 CORSICAN 46'

Motoryacht built by Transpac. "New" aft cabin, flybridge; will be sold well below new boat cost of \$300K. \$239,000 with warranty.

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• 27' CAL 2-27	21,500
• 28' COLUMBIA 8.3	23,500
• 28' ISLANDER, 2 frm	24,500
29' CAL	21,950
• 29' CAL 2-29	25,900
29' ERICSON	27,500
29' RANGER	19,800
• 30' ERICSON	19,900
• 30' HUNTER	22,900
• 30' HUNTER	28,500
• 30' C&C	35,000
30' ISLANDER BAHAMA	32,000
30' RANGER	30,900
• 30' SANTANA 30-30	33,500
• 32' ERICSON	29,500
34' CAL	32,500

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• 30' ALBERG	29,500
• 30' CAPE DORY KTC	29,950
32' MARINER KETCH	39,500
34' CAL, 2 frm	32,500
35' ALC	39,000
• 36' ATKINS KETCH	25,000
• 37' RAFIKI	69,500
38' INGRID KETCH	75,000
• 52' COLUMBIA	109,500
LIVEABOARD/CRUISERS	
• 31' CAPE DORY	59,500
32' ISLANDER	38,000
• 35' NIGARA MKI	75,900
• 36' ERICSON	62,000
• 36' ISLANDER	57,500

POWER BOATS

23' UNIFLITE	12,000
27' BOSTON WHALER, 2 frm	67,500
• 32' BAYLINER	42,995
• 32' EAGLE PH	69,500
34' FIBERFORM	69,900
34' TOLLY CRAFT	74,500
• 35' CHRIS CRAFT	98,900
• 36' GRAND BANKS	89,000
38' BAYLINER 3870	99,500
41' CHRIS CRAFT	185,000
42' GRAND BANKS	185,000
• 43' HATTERAS	198,000
44' GULFSTAR	168,000
48' PACEMAKER	120,000
49' ALBIN	165,000
56' PILOT HOUSE SF DAN	149,000